



ASSOCIATION OF TOURIST & HERITAGE RAIL AUSTRALIA

ABN 19 755 744 868

ATHRA News – Issue 1 March 2010

Welcome to ATHRA News, a publication designed to bring you up to date with what is happening within ATHRA, and in particular the outcomes and discussions from its last meeting and copies of reports from members and other ATHRA delegates.

It is intended that this document will go to all people with an interest in the Tourist and Heritage Rail sector of Australia. We ask that you assist us by making this available to the members of your railway or tramway.

Our preferred method of distribution is by e-mail directly to everyone. This is done through an e-mail list that anyone can put themselves on by simply following the link on the ATHRA Web Site www.athra.asn.au. Your e-mail address is secure and the distribution system cannot be used by “junk mail” senders. So, if you didn’t get this copy of ATHRA News by e-mail, visit the ATHRA Web Site and subscribe today.

Peter Silva
Chairman

Meetings 12th and 13th March 2010 Sheffield Tasmania

The meeting format was changed for the March 2010 meetings held at Sheffield in Tasmania. The ATHRA Board met separately on Friday 12th March followed by a General Meeting on Saturday 13th March 2010.

In conjunction with the Board Meeting, a Special General Meeting was held to alter the ATHRA Constitution allow two representatives from each Full Member organisation on the ATHRA Board. Previously it had only been one representative per member has been entitled to vote thereby limiting the capacity of the ATHRA Board. These changes were approved and will now be submitted to the SA Consumer Affairs for approval (ATHRA is incorporated in South Australia). The Annual General Meeting from Ipswich in October 2009 was re-convened to formally accept the audited accounts which were not available in time for the Ipswich meeting.

The following summarises the business from both the Board Meeting and General Meeting:

Lesson Plans and Assessment Checklists:

ATHRA is currently developing Lesson Plans and Assessment Checklists for the Tourist and Heritage roles of steam loco driver, steam loco fireman, diesel loco driver, diesel loco observer, tram driver, guard and safe working. These plans were sent out for sector comment

in 2009. At the Ipswich meeting Warren Doubleday and Brian Busch were given the task of working through those responses and modifying the documentation as necessary. This transpired to be quite a formidable task with all of the changes now been incorporated. The documents are being re-typed and checked for consistency.

Following that, it is expected that the Lesson Plans and Assessment Checklists will go through another comment phase as part of their integration into the RISSB processes. This integration will give rigor to the future management of the documentation content which will be important for their widespread acceptance as part of an acceptable alternative to using external RTOs.

All groups who choose to use the Lesson Plans and Assessment Checklists will then need to customise them for their own railway or tramway before they can be used. The document package includes guidance notes to assist in this task.

Trainer and Assessor Competencies:

The ATHRA Board opened a discussion regarding the skills and competence of anyone who is involved in the customisation the Lesson Plans and Assessment Checklists or using them in an assessment process. The general view was that such people should hold a Certificate 4 in Training and Assessment or something similar. It was also recognised by the ATHRA Board that this could have significant impact for many groups, especially the smaller ones.

The ATHRA Board is seeking feedback through the various State organisations of the implications of this position. What are the implications for your organisation? Do you have persons trained to this level or persons who are prepared to undertake such training? What are the costs implications? In Victoria the ATR undertake all of the assessing for the sector and has recently adopted the position that all of the ATR assessors must have the assessment component of Certificate 4 in Training and Assessment. Is this a model that has relevance in your State?

Please participate in discussion in your State on this topic. The ATHRA Board is looking for feedback before 1 August 2010 so that it can be considered at the next ATHRA Board meeting.

Level Crossing Incidents:

An ATHRA Level Crossing sub group set up a reporting method for level crossing incidents with Mike Lee of Cairns Kuranda Steam making available the data base. The objective of this is to be able to draw out sector specific details when making approaches to Government etc for support. This can only work if it is populated with details from the **ENTIRE SECTOR**. ATHRA Alert #43 was sent out in December 2009 when the system was introduced but a report from Mike at the last meeting indicates that only two railways have provided any details to date. ATHRA Alert #43 and a link to the Level Crossing Incident database can be found on the ATHRA Web Site www.athra.asn.au.

ATHRA Alerts:

Two questions: – Are you aware of ATHRA Alerts? Do you receive them by e-mail? ATHRA Alerts are issued by e-mail and then are available from the ATHRA Web Site. Everyone is encouraged to subscribe to directly receive ATHRA Alerts rather than depend on receiving them from others as they are safety related documents which you should be aware of. Subscribing is easy using the links on the ATHRA Web Site.

The most recent ATHRA Alert issued was #47 in March on the topic of the Draft National Code of Practice for Accessible Rail (Disability Access) that has been issued for review by RISSB.

ATHRA Meetings:

The structure of future meetings was discussed at some length as this was the first meeting where the Board and General Meetings have been held separately. There was general acceptance that the structure worked well although.

The accepted proposal is for the September meeting each year to continue as the Annual General Meeting, a Board Meeting and a General Meeting which is to take the form more of a conference. There will continue to be a pre or post meeting tour open to everyone associated with these meetings. These meetings will rotate around Australia with next meeting in Perth in September. The March meeting will be a Board Meeting only and will rotate to those states where generally there are direct flights available for Board members to fly in early Saturday and out on the Sunday.

Sector Marketing:

Eamonn Seddon, CEO Puffing Billy and formerly from West Coast Wilderness Railway spoke about the need to promote the Tourist and Heritage sector in Australia and a proposal to brand the sector "Great Experiences of Australia". This would be a web based promotion giving details of each organisation, how to get there and other details etc. including availability of public transport etc.

It was agreed to progress with this proposition and for a pilot to be developed in Victoria where there are a number of keen organisations. Once the pilot is developed and accepted it would then be extended to other states. Each organisation would have the right to "opt in" and the inclusion is not dependant upon having an operational railway as it applies equally to museum groups. The essential requirement is that your group wants the public.

Rail Safety Report:

Warren Doubleday presented the rail safety report including comments on the move towards a single rail regulator in Australia. There has been general acceptance that the South Australia would host the development of the single regulator concept. There is a need to have Legislation from each state passed to enable the concept to be finally accepted. A call has been made for a person to manage the development with the Regulator to be appointed closer to the commencement of the concept.

There is currently a review of medical standards by the NTC with a number of submissions for change having been made. Considerable concerns have been raised about the "double" standard for road and rail however it is not expected that this will be addressed in this round of review.

Boiler Code:

A report was given on then progress of the Boiler Code by RISSB. The group is still working through the comments received and has found a need to develop a number of Appendices to cover the varying standards which have grown up in the various States over many years and the impossible task of bringing them all into one without compromising standards.

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Tasmanian Rail Safety Manager:

The Tasmanian Rail Safety Manager addressed the meeting and spoke of changes in Tasmania of recent times where the Tasmanian Government has now resumed as a rail operator and the future prospects the Tourist and Heritage operations on the main line. He also spent time speaking about the Tasmanian requirement for training and assessment to be conducted through an RTO unless an exemption is granted.

ATHRA Communications:

Discussions took place regarding a suitable alternative to the now defunct *Cinders and Ashes* newsletter. It was decided that a simpler newsletter would be used on an "as needed" basis to communicate with the sector, hence this first edition of ATHRA News. It is intended to use ATHRA News to report to the sector following each meeting and when necessary to report on matters not that critical that they require an ATHRA Alert.

Rail Centenaries of National Significance:

There are two significant centenaries approaching in Australia. The first is the centenary of World War 1 where railways played a significant part in the trenches in Europe. A number of the locos deployed in this work found their way to Australia. It has been proposed that ATHRA look at the viability of restoring a 2 foot gauge Hunslett locomotive which would then be taken around Australia in the period 1914 to 1918 to commemorate the centenary. A small team has been appointed for this purpose.

The second major centenary is the Trans Australia line which was the first engineering project to be undertaken as part of the Federation of Australia. The first sod was turned on 12th October 1912 at Port Augusta followed by a similar ceremony at Kalgoorlie in March 1913. The rails met on 17th October 1917 and the first train departed Port Augusta on 22nd October 1917. A small group has been appointed to consider how best to commemorate this centenary. Correspondence has already been undertaken with both ARTC and GSR to try and put in place an event for October 1912.

Reports – as presented to the Sheffield Meeting

<p>Secretary's Report</p> <p>Following the Ipswich meeting amendments to the minutes as requested were made and the minutes sent out. Initial draft minutes for both the AGM and General Meeting were sent out for comment with comments received being included in the second draft sent out for acceptance. The ATHRA Policy Document was updated as required and forwarded for posting on the ATHRA Web page.</p> <p>Draft amendments to the Constitution to reflect the right of the second delegate at meetings to have voting rights were sent out</p>	<p>for comment and discussion/acceptance at the March meeting. At the time of preparation of this report no comments have been received.</p> <p>The Ipswich meeting directed Warren Doubleday and myself to review the Lesson Plans in the light of comments received. Whilst there has been comment at the Ipswich meeting re RISSB taking these plans for finalisation it was subsequently learnt that ATHRA needs to conduct with phases of the review before they are forwarded to RISSB for handling through their system. I have visited Melbourne twice for the purpose of discussing these documents. At the initial meeting it was agreed that due to the</p>
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variations in brake testing throughout Australia to remove this section from the general documents and include it as an Appendix covering Westinghouse Air brake where the guard conducts the test and where the Driver conducts the test in addition to vacuum braking as used on some narrow gauge systems

Any correspondence received has been handled as required. Notices of meetings for March have been forwarded in accordance with Constitution. The annual request for membership details was forwarded at the end of December with all but one member organisation responding

Rail Safety Report Warren Doubleday

1. Review of the Model T&H SMS Guidance Documents

Following finalisation by the various groups involved in its preparation, the document was endorsed by the Rail Safety Regulators Panel in early Feb 2010. It is now pending publication on the Panels website – www.rsrp.ans.au
This document has a different style to the previous NSW and Vic versions which are a more of a template style. These can be made available if needed by ATHRA.

2. RISSB – Draft Boilers for Rail Code of Practice

The preparation of the second stage of the Rail Industry Safety and Standards Board (RISSB) *Boilers for Rail Code of Practice* is continuing with many meetings and phone hook ups between the reference group members. They have been in particular working on the many appendices to the document. It is hoped to have the document ready for the second stage of comment in the second quarter of 2010.

3. A Single Regulator

Since the early January report to ATHRA members, work to set up the Single Regulator and the National Partnership

agreement is progressing. The Project Director's position has been advertised and it is expected that the appointed person will commence work in March 2010. The Council of Australian Governments (COAG) in December 2010 determined to establish a single Rail Safety Regulator to be established by 2013. The National Regulators Panel are working in the meantime, on strengthening the harmonisation between them.

The Act to enable a Single Rail Safety Regulator will be based in South Australia. Head office will be in SA with offices in each state. The various states will have an Act that points to the SA Act – using the applied template law model. ATHRA will be following the establishment of this regulator closely and is likely to be represented on consultative panels in conjunction with the Australasian Railway Association. Members help and assistance in commenting on documents will be sought.

One area to be reviewed as part of the setting up of the Single Regulator will be the National Model Act. ATHRA's current areas of concern are:

- o Section 68 – Competency Assessment
- o The definitions of a railway/tramway and the Regulator Reach
- o Inclusion of a definition of a heritage rail operator
- o Rail Safety Worker definition
- o The impact of the system on the heritage micro operators – the excessive paperwork given their size and whether alternative provisions can be incorporated within the Act and Regulations for them.

4. Level Crossings

The rail industry through the involvement of RISSB and the ARA continues to have a strong focus on the issue of level crossings with many government, road and other parties involved in try to address the various matters.

The ATHRA database specifically for level crossing incidents in the tourist and heritage sector continues to be managed by Mike Lee from The Savannahlander in Cairns. See

[ATHRA Alert #46](#) for full details.

5. Training Materials

ATHRA volunteers have worked through the comments received on the Lesson Plans and Checklists. They are now being incorporated into the next version of the documents. It is hoped to have them ready for the second round of comments during the 2nd quarter of 2010.

In March 2008, ATHRA published the first draft of the “Guide for Training and Competency Assessment Skills for Steam Locomotive Boiler Firemen” It has undergone a number of consultation steps since. The draft training materials for Firemen has been checked against this document and some additional points have now been covered in both documents to ensure completeness and consistency. A fourth draft has been prepared and it is recommended for formal adoption by THRA at its March 2010 meeting.

6. Review of Health Standards by the NTC

ATHRA is represented on the panels undertaking a review of these standards. One of the outcomes has been the recognition of the impact that these standards are having on the heritage sector, in particular costs. The revised documents will not be issued for public comment until mid 2010. Harmonisation of the cardiac testing with the road industry is under active review.

7. Reciprocating Engines

ATHRA has been contacted by the consultant reviewing the High Risk License Assessment Instrument for Reciprocating Steam Engines. Although this is an industrial document that applies to engines with a cylinder diameter greater than 10”, some OH&S authorities are of the view that it is applicable to steam locomotives as well. The work is being done for ElectroComms and Energy Utilities Industry Skills Council Ltd by David Neyle of Lightship People Systems. David was involved in the revision

of the Boiler Training documents, though work on this was subsequently suspended. David has been provided with copies of our training documents, the TLISC competency assessment for Steam Locomotive Driving and other ATHRA documents. Dennis Camplin of Don River Railway has assisted in a teleconference on this topic.

ATHRA is of the view that the TLISC (Transport Logistics Industry Skills Council) documentation, on which our training documents are based on are the appropriate documents for railway locomotives. The EE Oz documents are written for stationary steam engines, of which there are only a few in industrial service in Australia.

It is recommended that ATHRA prepares a “Guide for Training and Competency Assessment Skills for Steam Locomotive Engineman (Drivers)” similar to the one for Fireman.

8. International Rail Safety Conference Melbourne (IRSC) 2011

The IRSC Conference is planned for Melbourne in October 2011 (16/10 to 21/10). For the first time, both light rail and heritage aspects are planned to be incorporated within the conference. This is an excellent opportunity for the heritage sector to become better known throughout the Commercial Rail Sector.

ATHRA was supplied with a briefing paper in June 2009, prior to the conference being formally confirmed for Melbourne. The IRSC is an international rail industry conference organised and managed by the combined rail industry of the hosting country. The IRSC is a private “not for profit” rail industry conference and run by rail safety professionals for rail safety professionals.

Delegates to the annual IRSC are normally railway safety practitioners and specialists. They are invited from railway organisations, from government railway safety regulators and railway accident investigation agencies, rail heritage organisations, and from railway unions and associations

representing railway organisations. The IRSC official web site is www.intrailsafety.com

Your Assistance Please.

If you are finding any problems, have any concerns with the various Rail Safety Acts or other areas where ATHRA may be of help, please do send us an e-mail to advise us of the problem. While we may not be able to resolve them for you immediately we will take them on board. Please email these to railsafety@athra.asn.au

ARPG WA REPORT

Bassendean Siteworks Progress

Work on the front platform at Bassendean has progressed well. The northern half of the platform has been completely rebuilt in concrete replacing the 1970's slabs. The original slabs had served well, trodden by thousands of visitors over 35 years. The smoothness had been severely interrupted, first by the roots of a row of large pine trees. Currently the front stub siding had been completed and construction of the retaining wall was well under way. A dock platform will appear soon. Lottery West has provided generous assistance with the project, particularly to cover the costs of the concrete being done by contract.

2009 saw the 50 anniversary of the commencement of the ARHS in WA. To that end a recreation of one of the first outings took place. Surprising relics were found on a re-enactment of the Society's first outing, held just 50 years after the first trip. Apart from the usual spikes and small remnants, clear formations and a surprisingly large bridge were located. The very first WA outing was a trip over the Millars Timber & Trading Company and Dwellingup resumed on 20 September when W 920 & 903 ran the first regular service after a three year shutdown caused by fire damage in 2007. In prior testing, W920 with 3 AHB cars ran a trial on the 13 September but 920 failed just east of Alumina Junction with C 1703 having to run out and rescue it.

Mill Line from Jarrahdale. Run on Sunday 18 October 1959, the train was hauled by a Millars G class number 58 with one carriage and two 4 wheel wagons. In 2009 the 18 October also fell on a Sunday so a group of members and friends followed the route by road. The research officer, Jeff Austin had prepared a handout; lunch was a picnic in the bush as it was in 1959.

BOYANUP MUSEUM

When the railway yards were removed in Bunbury, the Vintage Train collection found a new home at Boyanup where the old Bunbury Goods Shed and Roundhouse had been at least partially relocated. Thus the Boyanup Museum was born.

By the early 1990s the Leschenault Railway Preservation Society was struggling for members and it was wound up with its assets coming to ARHS WA. The items on permanent loan from Westrail were later donated to ARHS. Thus Leschenault Lady – the oldest Australian built steam locomotive continued to be operational.

Unfortunately in 2005 the Boyanup Museum was closed – it is hoped that this is only temporary! The Vintage Train carriages are still in Boyanup and so Rail Heritage WA has taken a short-term lease of the property to enable conservation work on this historic collection of carriages. 'Leschenault Lady' is now back at Boyanup after having spent several years operating on the Boulder Loopline. Ian Carne of Boyanup is very busy trying to keep this moving at Boyanup.

HOTHAM VALLEY

Train operations between Pinjarr in 1993 with several local residents realizing what history and value would be lost should the railway line completely disappear in Kojonup. Through their hard work and perseverance and with the assistance of the Shire of Kojonup the Kojonup Tourist Railway Inc is an active volunteer organization that is working towards the preservation of the 12 km of line between Kojonup and the Farrar siding.

Wednesday 16 September was a great day with the successful commissioning run of the first through train to Dwellingup since the fires. The train ran to Isandra then light engine to Marinup and return to Isandra, re coupled to the cars and on through to Dwellingup. The last Steam Ranger ran between Pinjarra and Dwellingup on Wednesday 28 October, the return working being double headed with W 920 & G 123 in order to transfer G 123 back to Pinjarra for servicing during summer.

Recapping. First there was a forest fire on Saturday 28 October 2006 which destroyed Davis brook bridge and several culverts, the small bridge at Etmysin and buckled the track.

Because of the severe track charges now imposed for use of main lines, HVTR have restructured there facilities in important ways.

A loop and siding have been built off their own track at Alumina Junction so that not all operations need to come into Pinjarra and

W class locomotive tenders have been fitted for regular operation in reverse downhill, to avoid the cost of turning on the triangle at Pinjarra South.

KOJONUP

The Kojonup Tourist Railway began to convert all of our training programs to competency based training modules where all items will be assessed.

CARNARVON

The **Kimberley** Steam loco was built in 1922 and operated from the early 1950's in Carnarvon and until 1958 when it was replaced by diesel powered locos. The town was linked to the One Mile Jetty by a rail system that transported goods from State Ships to a goods shed where the Carnarvon Civic Centre is now situated. The Kimberley has been fully restored by light rail enthusiasts.

KTR are accredited to run our light railway vehicles (shown above) on behalf of the Shire of Kojonup.

The current projects are:-:

* Laying of steel sleepers; in our track pattern we need to lay 1 in 8 steel sleepers between our wooden sleepers. KTR have already accomplished this for approximately 6 kms of the track

* Laying of wood sleepers; New wooden sleepers need to be between the steel sleepers and new ones need to be a minimum of 1 in 8 as well depending on the condition of the existing wooden sleepers. This is a priority for us to ensure that we complete the section up to where the steel sleepers have been laid - this will increase our accredited run by a further 3.5 kms.

* Conversion of the zoo train from road to rail; this is a project dear to our heart, however we can only move this project forward as we have funds. We need a further \$14,000 to complete the conversion, but we are still working on this as funds allow.

* Writing up formalized training plans for all operational positions.

This project has begun in 2007 and we will work steadily during the year running times of 12pm to 4pm Saturdays and 11am to 4.30pm on Sundays and public holidays.

Note: Family and senior concessions are also available, just ask your Tram driver. For more information, visit their website at

www.pets.org.au

Go 'behind the scenes' and discover what it takes to restore a tram to operating condition - a special treat for tram enthusiasts - available on the fourth Sunday of every month!

For no extra charge you will be invited to disembark at the Tram Workshop in Mussel Pool for a fabulous 'behind the scenes' guided tour.

HMAS Sydney memorial

The tragic battle between the HMAS Sydney and the German Raider, Kormoran on November 19, 1941, will be commemorated in the development of the Carnarvon Heritage Precinct. Although controversy rages over the site of the battle there is no doubt about Carnarvon's role in the rescue operation that followed the battle. There were no survivors from the Sydney, but 319 men from aboard the Kormoran survived the ordeal. Of these, 216 were taken to Carnarvon by rescuing ships, and a further 103 came ashore on lifeboats just north of Carnarvon.

PETS

The Perth Electric Tramway Society provides a regular service over 4 kilometres of standard gauge track through picnic areas and farmland.

Trams operate between Mussel Pool and the Village at half hourly intervals, with boiler inspector to check out the boiler as well as enable easier removal of the wheels for re-profiling and cleaning up of the chassis. The tender tank from 118 was relocated to the front of the pit shed and stood on its side for access to repair the floor.

With a crane on site R 1751 was lifted out of the storage compound and placed onto bogies with high bolsters to enable conversion to begin for future use on the railway. R 1751 is the last of the 5, R type wagons BBR acquired in the formative days of the railway.

New boards to replace some of the old worn deck, are being fitted to QBB 2889 which is currently under overhaul. The repaint of the authentic WAGR "McPhersons" advertising sign on D33 is well underway and should be completed soon.

Here you will see firsthand all the dedication and hard work that goes into restoring a vintage tram back to its operating condition.

BENNETT BROOK RAILWAY

The midweek and Friday night crews continue to progress with the many projects and day to day maintenance needs of the railway.

Thanks to Greg and Trevor the crane is getting a much needed birthday with the chassis getting some repairs carried out, pumps overhauled & new tyres being fitted.

A sleeper puller machine has been donated to the railway by JD rail arriving at the railway on the 3rd of February, A day when we had a larger mobile crane on site to shift a few things around the yard at the Mussel Pool depot.

The Big Perry has had its boiler removed from the frames which will now allow better access for the boiler inspector to check out the boiler as well as enable easier removal of the wheels for re-profiling and cleaning up of the chassis. The tender tank from 118 was relocated to the front of the pit shed and stood on its side for access to repair the floor.

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ATRQ REPORT

There have been some changes in Queensland since the last ATHRA meeting which was held at the Museum at Ipswich in 2009, with the announcement of an asset sell off within QR, the Rail Safety Bill going through Parliament, the Zero Harm policy that has been implemented for third party access holders in the state, and many more.

All these changes will impact on the Tourist and Heritage Sector, in some form, whether we like them or not.

The first major affect may be the operation and role of QR heritage sector, with an asset register being drawn up of what assets they have, or want to keep, give to the Museum or dispose of to preservation groups. Also the future role that they may play in the running of heritage trains throughout the State in the future, or who is going to run these trains.

ATRQ and ATHRA have come a long way in the last few years, it has shown the determination of a very dedicated band of people who had formed us into the organisations that we are today. We salute you for your dedication. Many thanks go to Paul for his contribution, although now a very painful one, and also many more who have suffered the same problems with health and families.

As we move to the future we will find that we are going to have a real skill shortage. Many of our skilled and experienced volunteers are getting older, retiring, or are in poor health. This is an ongoing problem for us all to address. There are programs being undertaken that hopefully will address some of these issues, but trade skilled volunteers with rail experience is and will be a problem, the biggest problem I have is who do you pass your knowledge onto, or does anyone really wants to have that knowledge.

There is another problem that is now appearing within operational groups, and that is "Fitness for Duty", this in the future will become a very major issue as further Fatigue Management policies are implemented. It could now be an opportune time for our forum to start to discuss these problems before any major operational problems appear.

The new COP for boilers is coming along well, it has become a greater task than any of the group originally thought, because, this will be the only time that we have to get it right. Dennis will fill you in on the progress so far.

It is a worrying thing, that every time I talk to members of other groups , we hear that someone has some form of cancer or major illness . It's pretty scary, so be careful and get your check ups, there's not many of us old bastards left.

There is a lot of things that I have not thought of for this reports but that's just a sign of old age (I think)I hope that Peter can fill in the gaps.

HRSA Report

HRSA Membership remains the same as previously.

In November 2009 Peterborough opened a new sound and light show in conjunction with a revamped railway museum based in the former diesel shop and round house at Peterborough. The show is quite spectacular and addressed the development of the railways in the northern part of the State and the reasons why they finished where they did along with their demise with the opening of the more direct route from Adelaide through Port Pirie to Port August and the opening of the standard gauge railway to Leigh Creek for the transport of coal to a then new power station at Port Augusta in lieu of the working of coal trains from Quorn through Peterborough and transshipment at Terowie for Adelaide.

Steam Town Peterborough had commenced running trains on the former Quorn line however for a number of reasons this did not succeed. The line was sold and the funds using to re-develop the old loco area. It is hoped to re-commission a short length of narrow gauge line from the station area to the loco depot in the future however this will require rail safety accreditation.

HRSA has had one meeting since the last ATHRA meeting as is due for a second in late February. These meetings are still held in rotation between the member groups with the February 2010 meeting being scheduled for Peterborough.

Our Committee of Management continues to

meet between meetings to ensure that HRSA remains in the forefront of rail heritage. Every two years for some time CHRSA has been involved with the promotion of tourist and heritage rail with a "State of Steam" event in Rundle Mall Adelaide which has involved the transport of a locomotive into the Mall area. This has, in the past, been generally managed by paid staff from some of the groups with volunteers working at the event.

Paid staff who previously handled the event are no longer employed by their respective organisations. Some funding has been made available from Tourism SA and as a result a small sub group of volunteers has been formed to carry out what was previously carried out by paid staff. The event will take place from 15th to 18th April which is the last week of the SA school holidays with Cobdogla Steam Friends providing the locomotive. Some proctorship is also being provided Great Southern Railways along with some funding from Tourism SA. Work continues on this venture.

A Marketing sub group was formed in November 2009 and has taken back to the member groups some requires. A second meeting is to be held shortly, the Christmas holiday break and operations requirements of some members meaning that there has not been time for an earlier second meeting.

A submission was made to RISSB in relation to the draft sae working rules in October 2009. A response has been received acknowledging the submission.

RHA NSW Report

Major Conference Proposal.

The ATHRA meeting at Ipswich September 2009 proposed that it sponsor a major conference every 2 years.

It was resolved that RHA (NSW) and Peter Berriman investigate the practicability of hold the first such conference in Sydney in the latter half of 2011.

RHA (NSW) Executive is unanimously of the view that no heritage group in NSW has the resources (people or cash) to undertake this and that the only feasible avenue was to approach the Powerhouse Museum and/or ARA.

Accordingly Peter Berriman and I met with Dr. Dawn Casey, Director PHM, recently. Dawn was very enthusiastic about doing so and accepted in principle subject to a formal request from ATHRA.

Dr. Casey made it clear that PHM would be reluctant to sponsor this entirely on their own and that PHM would be seeking external support. In addition the timing would need to recognise PHM's commitments as well as other major events planned for Sydney in 2011.

If this "major conference" concept is to proceed, it will be dependent on ATHRA, ARA and rail industry support.

Recommendation:- ATHRA formally invite the Powerhouse Museum to organise and present a major conference on behalf of ATHRA in the latter half of 2011.

Rail Trail Legislation.

Last year the NSW Government introduced a Bill into Parliament that would allow disused rail corridors to be declared by the Minister as "disused" and for the ownership to be transferred to the Land Administration Ministerial Corporation which could then develop the corridor for other purposes such as rail trails or to be sold off for development. On behalf of many of its members threatened by this legislation, RHA (NSW) made representations to all Members of the NSW Parliament.

Following considerable community agitation, the Government has announced that it will "defer" the Bill until later.

The battle may not be over yet.

RHA (NSW) Newsletter –November 2009.

- RHA (NSW) AGM held on 31st October 2009.

<ul style="list-style-type: none"> • Members Forum held on 31st October 2009. • Rail Trail Legislation. • See separate email attachment. 	<p><u>Other Matters.</u></p> <p>RHA (NSW) secretary has responded independently to ATHRA on:-</p> <ul style="list-style-type: none"> • Second delegate proposal. • TINHATT proposal. • Inability to send a delegate to the proposed ATHRA meeting in Perth in October 2010.
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Your Comments Please

Is this method of reporting the events at ATHRA meetings an acceptable way to go? Are you happy to read the reports submitted by the members? Do you still want to see Cinders and Ashes continued as an “articles” magazine and are you prepared to submit articles for it? Response should be forwarded to ATHRA Secretary at secretary@athra.asn.au. by 1 August 2010. A summary of comments will be given to the September ATRHRA Board meeting. In making comment can you please indicate how you received the ATHRA News.

thank you.

Brian Busch
Secretary