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ASSOCIATION OF
TOURIST AND HERITAGE RAIL AUSTRALIA
ABN 19755744868

“CINDERS & ASHES” ATHRA’s NEWSLETTER

CHAT FROM THE NATIONAL CHAIR

Welcome to the third newsletter of ATHRA but the first one in the new format. Since the last newsletter, ATHRA has continued to develop at a very fast pace to keep up with all the issues effecting the tourist & heritage rail sector.

One very significant event has been the **appointment of a Heritage Liaison Officer** to ATHRA by the Australasian Railway Association (ARA) Chief Executive Officer Bryan Nye. Chris LeMarshall has been appointed to this position and has taken a very active role in assisting ATHRA achieving its goals. Chris actually works for the ARA and his appointment is to assist ATHRA and provide feedback to the ARA on our sector’s issues.

During the last 6 months, many issues have had or are having an effect on the tourist and heritage rail sector. The Waterfall report, ME79, the various Codes of Practice and the Rail Safety Consultative Forum just to name a few. These issues potentially will have a large effect on our sector so to assist with our management of these issues ATHRA has formed a **safety subcommittee (expert reference group)** and appointed Graeme Breydon from Puffing Billy as chairman. This will enable our sector to gather the thoughts and input from our members so that an ATHRA submission can be made to the relevant bodies writing these documents. This subcommittee will consist of a representative from each State and other people with specialised skills in various areas. To

be effective in making sure our sector is well positioned and considered in these matters, a prompt response from all groups is required.

Professor John Glastonbury of the RHA and 3801 Ltd has been appointed as ATHRA’s representative on **ME79 (Standards Committee)**. John has been sitting on this committee for some time as a representative of the heritage sector. Other heritage people also sit on this committee but they represent their own employer such as ARTC etc. It was essential to have an official representative representing ATHRA on this committee and John Glastonbury was the only logical choice with his extensive background to date.

ATHRA has also been asked to have a representative on the ARA’s **Rail Skills and Careers Council (RSCC)**. I actually sit on this committee and the RSCC is trying to identify ways of getting more people to take on a career in the rail industry. I feel that the tourist and heritage sector can have input in this area by being the PR face of the whole industry.

On the 12-13th March, **ATHRA** had its **Board meeting** in the Belgrave Police Station in Victoria. Quite a fitting place if you ask me as it was going to be easy to keep everyone under control with the long arm of the law in the next room. The weekend was jammed packed full of agenda items and activities. 16 representatives were present including two special guests being Paul Dillicar, Chairman of the Federation of Rail Organisations New Zealand (FRONZ) and Warren Doubleday, Chairman of the Council of Tramway Museums Australasia (COTMA).

The Friday started out with a meeting on the Puffing Billy lunch train with representatives from Willis Insurance Brokers and Liberty Insurance to discuss further options and the way ahead for the ATHRA insurances for all our members. Following this we had a meeting with the NTC (National Transport Commission) to discuss our involvement with them and how we could effectively communicate developing issues with all our members.



Chairman, Paul Rollason, Peter Ford, Qld, Barrie Norris, Willis Insurance and John Campbell, Liberty Insurance, on the Puffing Billy Lunch Train on Friday 11th March 2005. Photo by Matt Roberts.

Saturday and Sunday was the ATHRA meeting itself and I can assure you no time was wasted and every minute was taken up with business. We could have really done with 2-3 more hours but everyone was quite drained by this stage. The Saturday evening was spent on the Puffing Billy dinner train as a social evening to further network behind the scenes. For anyone who thinks this weekend was a junket, I can assure you that it wasn't anywhere near it.

At this point in time I would like to express both my personal appreciation and that of ATHRA's to both Graeme Breydon and the members and staff of Puffing Billy for their warm hospitality over the weekend.

Some of the **issues or highlights for the weekend** are as follows:-

1. The usual reports were tabled,
2. The ATHRA **constitution** was voted upon and accepted. Now

we can progress to incorporate ATHRA,

3. An **insurance** update was discussed and where we will be heading in the future,
4. **FRONZ presentation** (where they have been and where they are going),
5. **ATHRA Strategic Planning Session** (2.5 hrs was spent gathering information to formulate the plan),
6. **ATHRA Membership approvals**
 - a. Each State organisation as a Full Member
 - b. Associate Members – Emerald Tourist Railway Board, Pemberton Tramway, Rail Transport Museum
 - c. Affiliate Members – FRONZ and COTMA,
7. ATHRA's involvement with **Tourism Australia** to promote our organisations world wide,
8. Possible **patron** for ATHRA,
9. Consideration for **code of ethics** for ATHRA based on work done by COTMA,
10. Effective means of **communication** including a newsletter and a system of "alerts" is to be developed to keep individual groups informed,
11. A **training** subcommittee is to be established to look at training issues,
12. Various issues relating to **safety** including Waterfall etc which are detailed a little more in Graeme Breydon's report.



As you can see it was a very full weekend and it is a credit to all those attendees that they identified that we all need to work together to ensure our survival. I am very proud, and as should you, of all the people present at this national meeting.

I would also call upon members to come up with a **name for our national newsletter**. We could call it the ATHRA Journal, ATHRA Track Talk or something like ATHRA's "Cinders and Ashes". We can make it into some sort of **competition** so I ask that any suggestions are tabled by 30th June 2005.

The **next ATHRA meeting** is to be held in NSW and the venue at this stage will be in the Blue Mountains at Zig Zag Railway on the weekend of the 14-16th October 2005.

Report by Paul Rollason

Rail Safety Accreditation

Regulation of Rail Safety in Australia is undergoing enormous change at present and there is a real danger that these changes could stifle the tourist & heritage sector. The introduction, initially in Victoria but later nationally, of new Medical (Health) standards for rail safety workers was a relatively small change by comparison to the changes expected in 2005 and beyond but was difficult for many in our sector to adjust to.

A review in 2004 by the National Transport Commission (www.ntc.gov.au) found that there is a case for regulation but proposed refinement of the existing co-regulatory approach rather than major change. Given that some proposed change was inevitable, the overall thrust of the NTC recommendations are highly favourable towards our sector. There will be winners and losers within the sector, for example: Portland Cable Tram may

escape the need for accreditation whilst presently exempt Queensland tramways may get caught in the net once the new model legislation is drafted. The devil will be in the detail of the draft model legislation and regulations due to appear for comment from mid-2005.

To pre-empt calls for more prescriptive regulation the industry, via the ARA, has invested significantly in self-regulation through development of industry Codes of Practice on topics as diverse as Fatigue Management and Rolling Stock Standards (see www.ara.net.au/code/code.php).

Meanwhile the regulators are also trying to get their act together with new standard national guidelines and business processes for Accreditation (www.transportregulator.nsw.gov.au/safety/rail-accreditation.html) and for Managing Changes. Concurrently Standards Australia is revising AS 4292 (& AS 5022) upon which many rail safety management systems are based (see committees.standards.org.au/COMMITTEES/ME-079/) with an exposure draft due to go out for public comment in April 2005.

ATHRA is actively involved in most of these developments; educating bureaucrats and consultants about the scope and characteristics of our sector, participating in working groups and making submissions. A national network/reference group convened by Graeme Breydon (treasurer@atr.vic.au) has been established to coordinate this work. With so many changes happening concurrently we need more people willing to become involved in this work – and we cannot pick up every change that might impact adversely on a particular organisation.

T&H sector organisations need to devote resources to monitoring these changes and analysing specifically how they will be affected by proposals. The time for comment is typically only 4 to 6 weeks so you need to be across the issues generally before a specific draft is issued for comment. What ATHRA can do if you identify problems is take your concerns to the right quarters. If you have not already done so, designate

someone in your organisation to be responsible for monitoring each of the initiatives above. Ensure they participate actively in meeting / workshops arranged by your State association, the ARA or your Regulator. Pass your comments on to us via your State delegates or working group members. If you do feel moved to make your own submission send a copy to our working group convenor so we can add weight to your concerns.

...or alternatively ignore all these confusing and difficult changes until your rail safety regulator suddenly announces your accreditation has been suspended or cancelled for non-compliance – the choice is yours.

Report by Graeme Breydon

Australian Rail Insurance – Tourist and Heritage

The beginning: The ARHS ACT Division went looking for a policy in 2003 after finding that our insurance premiums were going up at 15% per year and our broker at the time was not giving us any options or transparency in the process, we found that there were better terms available by shopping smartly. After shopping around we found Willis Australia Limited, they came up with a policy that would meet our requirements as a branch line as well as mainline operator over three open access networks and give a reduced premium. It was a no brainer!

The work involved in setting up this first policy quickly lead to Willis having a dedicated rail broker who was allocated time to learn and understand rail operations as well as access agreements, track lease agreements, workshop and repair contracts and terms and conditions. The ARHS ACT started a program for educating a number of Willis staff and now underwriters to gain some long term stability for our group, which has of course expanded

and paid off. Willis now has a rail team of people where you don't have to explain what you do when you phone up, all that is needed for those involved is to send every insurance request you group receives, even if for a policy number, to Willis and let them deal with it. A send and forget system which is good for us volunteers.

Two other groups soon signed up and a large US rail equipment leasing company. This bought some real economies for the now five participants.

I was then invited to a meeting of heritage groups trying to form a national body which is now known as ATHRA. At this meeting I thought we could have some real clout if half these groups signed up. If we could achieve a larger premium pool in heritage of \$500K, we could be in a real position to tell the underwriters what we would accept.

To date 32 groups have accepted and joined the scheme, another 10 have committed to join once their policies expire. The premium pool reached the target of \$500K after you take into account that this pool was originally paying \$820K. There is a further 30 groups either yet to receive a quote or still in the decision stage within their own management. By simply coming together with a few standard items like expiry date, common base policy wording we saved a combined amount of \$320,000.

Each group has been treated independently and has their own policy to reduce the impact of one group making a claim, policies can have several levels of deductible or excess, from \$1,000 for a trip and fall incident, \$10,000 for a rail related claim with one group taking \$50,000 deductible on everything and drastically reducing its premiums and giving the underwriter some comfort he will be only get involved if there is the 'big one'. The underwriter has commented on the fact they are pleased to see a group able to take responsibility for managing small claims.

Many groups have different levels of cover, from \$10M, \$20M, \$100M and up to \$250M cover in their own right. The cover has been purchased in layers sometimes using multiple underwriters to spread the risk. There is a base wording, where it is then custom tailored to suit the individual group's specific needs with a series of endorsements.

Taking this approach has meant the scheme is not limited to heritage and non profit groups, at least one railway component manufacturer has indicated they will be seeking a quote. It's the flexibility of allowing others into the scheme to push up the premium pool that has instigated investigation into Alternative Risk Transfer (self insurance) to take the bottom end of the claims sector out of the premium equation.

Every group who has joined has received a minimum 20% off their previous premium and some groups as much as 40% with the bulk being between 28% and 32%. Some groups pricing is still being worked on, because of the success to date the expectation for some has become high, perhaps too high.

Word has spread and two groups from the USA west coast are seeking quotes, it is planned to speak with them in July at the National Railway Historical Society annual convention in Portland Oregon where I will be in attendance. The UK Rail groups are also interested in our scheme which will be a huge plus.

Rollingstock 'fire & peril' cover is being put on the pricing agenda for New Zealand groups.

So far the focus has been on public liability, however work has started on volunteer workers cover, fire and peril for rolling stock which includes recovery and return of the vehicles to the home base of the operator and of course the standard building and

contents. The other two types are Industrial Special Risk and Profession Indemnity.

For info, it wasn't and isn't easy getting some people to part with the information needed to quote and there has been much time spent helping people understand how insurance works behind the scenes but I feel very satisfied at the end of the day and Willis and myself are about to go for some of the overseas market.

Be warned what brokers tell you, there are more insurance markets than Lloyds (although they are good) and we started off there and then secured better pricing on the New York Insurance Market.

It should be noted that I've not received any payment by Willis or the underwriters but have pushed it for the greater good originally to reduce my own group's premium but now to save some of the smaller ones from ceasing operation. During this time the broker has turned into a railfan, although not a gunzel just yet.

The good news is, there is no reason why overseas groups can't be involved and will only add benefit to all. There are some commercial operations now making enquiries.

The balance has tipped, there are now underwriters coming to us asking can they have a go at quoting at renewal time, these are insurers that in the past have brushed away individual groups. The rail heritage groups who took the risk and joined up will reap the long term dividend.

It should be remembered insurance is a 'back office function' of every railway operation and the main focus is not insurance or regulation, but keeping the most important person on our trains happy and satisfied.

Report by Matt Roberts

The ATHRA / Australasian Railway Association Relationship – is it Important?

If you are reading this article you are probably aware that the tourist and heritage railway peak body, the Association of Tourist and Heritage Rail Australia has been formed to work nationally in order to support the sector.

You may have heard of the Australasian Railway Association (ARA). Many in the tourist and heritage sector ask "what is the ARA and why is there a need for a strong and effective relationship between the two organisations?"

The Australasian Railway Association (ARA) is the industry peak body for the rail sector in Australia and New Zealand. It represents the interests of the rail industry to government at all levels, and other organisations with an aim of achieving outcomes that are optimal for the rail industry.

Currently, the ARA's main focus of activities is on ensuring:
there is adequate funding for critical rail infrastructure in Australia;
there is a comprehensive range of industry owned codes related to rolling-stock, fatigue, communications and other key areas that are relevant as they have been developed, accepted and used by the industry;
the legislative framework related to safety and accreditation supports safe and efficient operations, especially across state boundaries; and
the industry is supported by an effective well trained workforce.

What will be the real impact of the ARA's endeavours?

Over the next 12 to 18 months, the rail sector will undergo critical legislative and regulatory changes to improve its



efficiency. Those changes collectively will have more impact than all the changes in the sector that have occurred over the last 100 years.

Both the ARA and ATHRA appreciate that the whole sector, including the tourism and heritage sector, must have input to the changes.

The ARA must represent the whole industry. That inclusiveness will ensure legislative, regulatory and other outcomes that reflect the requirements of the whole sector, including the tourism and heritage sector. For the industry to achieve optimal outcomes in its dealings with government and others, it must be representative and united.

The benefit to ATHRA is that it is being consulted and included in all key areas. It will ensure that the outcomes are optimal to the tourism and heritage sector as well as the rest of industry. Basically, our interests will be represented and the outcomes will ensure that the tourist and heritage sector remains vibrant and viable.

To be effective, ATHRA must include the total tourism and heritage sector. We all appreciate that this may be difficult at times as the strength of the sector is predicated on a passion for things that are heritage related. To its credit, the tourism and heritage sector, noting the importance of being consulted and included in the change process, has channelled its efforts very effectively and in a united manner.

Currently, ATHRA's input to the change process includes:

- Input to relevant code development at all levels
- Input to proposed regulatory and legislative changes
- Input to training and recruitment
- Input to rail sector insurance related developments.

To support the sector, the ARA has appointed a Heritage Liaison Officer, Chris Le Marshall. The role of the

position is to liaise with the sector, through ATHRA to ensure that effective input is received from the sector. It is essential as the ARA must be inclusive.

ATHRA is being further supported by the ARA through the development of ATHRA's Strategic Plan.

Chris Le Marshall may be reached through Paul Rollason, ATHRA's Chairman or by email – lingage@iinet.net.au.

Report by Chris LeMarshall

A Snapshot of the Apple Isle

Tasmania used to be known as the "Apple Isle" but, these days; it is certainly more widely recognized as the fastest growing Tourist State in the nation. Because tourism is now a major industry and the fact that no regular passenger rail services operate in the State, tourist railways have become a significant draw-card, being scattered at evenly spaced intervals around the island. The State Government encourages the rail operators to work with their regional attractions and has contributed funding for specific projects that assist such activities. The construction of crossing loops at peak tourism locations, provision of funds for business reviews and assistance with insurance premiums are a few examples of much-welcomed aid. During the years that the Tasmanian rail network was owned by Australian National, infrastructure and track were quickly disposed of once their use was rendered obsolete. There seemed to be a concerted effort to destroy anything that was unused so that there would be no economical means of restoration when business looked like improving. In fact, when Australian Transport Network was negotiating the purchase of the system, it pleaded with AN to cease the demolition of the top end of the North Eastern Line. The track wasn't saved and good prospects of timber traffic in the area were lost as a result. The rails,

incidentally, were retrieved for use on the restoration of the West Coast Wilderness Railway.

ATN Tasrail did manage to gain a foothold on much of the State's freight haulage from road transport and re-opened a couple of closed lines. The latter had only just ceased working and AN had not had time to complete their demise. Because of the lack of infrastructure, Tasrail was hampered in its efforts to increase its share of the freight transport and in time, lost some of its gains. Problems with its parent owners eventually caused a decrease in working capital and it was no surprise that the network was offered for sale. In 2004, Pacific National added Tasmania's railways to its empire. The privatization of Tasmania's rail system was good news for the main line heritage operators. They had suffered badly under the old AN regime with colossal access charges and restrictions. They were not wanted and were a threat to the image that AN was attempting to demonstrate. There was no place for steam locomotives and passenger trains in that new age of ambitious businessmen who were blind to the attractions demanded of tourism. To be fair, there was still an element of "boys and their toys" in the rail preservation movement, but the groups matured quite fast when they realized that the exorbitant charges were crippling their businesses. With the purchase of the system by ATN in 1997, agreements between itself, Government and the heritage operators allowed a more level playing field for heritage operators and resulted in the commencement of good relations between all.

Rail preservation in Tasmania had been active for many years. The first group to do something about saving representative items of rolling stock started its activities in the early 1960s. The Tasmanian Transport Museum Society Inc. eventually erected a museum alongside the then Main (now South) Line and restored a C class 2-6-0 locomotive for internal operations. Several years later, the Van Diemen Light Railway Society Inc. (latterly trading as Don River Railway) began

collecting equipment and in time, settled on a site at Don near Devonport on the former Melrose Line. The 3.2 kms section of track from Don back to Don Jc. on the Western Line had been intact since line closure in 1963. The line was revitalized and services began running initially by hiring a CCS class loco from AN. During the early 1980s, a private company, the Tasmanian Locomotive Coy. P/L, had been steadily rebuilding an H class 4-8-2 and acquiring carriages for a tourist venture and was probably the first organization that broke with the traditions of retaining the “puritan” style of preservation. Tasmanian Rail Tours also existed during the early 1980s. It owned some carriages and managed to convince AN to allow it to operate a few excursions. The trains were hauled by hired diesel-electric locos. from AN. Both the Don River Rly. and Tas. Loco. Coy. were continually negotiating with AN for an agreement to operate on the latter’s tracks, but without success. The usual response from AN was that no steam engines would ever be allowed to run on its tracks due to a host of strange reasons. By the end of 1986, agreement was reached and a race between the two operators to be first on the main line ensued. D.R.R. got out first with a packed passenger train excursion from Devonport to Burnie Jc. and return and hauled by pacific MA 2. A few weeks later, T.L.C. staged a fairly tough trial trip from Derwent Park Jc. to Parattah on the notorious Main Line and it was a great success. The next day, the mountain type engine ran the first of numerous excursions up the Derwent Valley to Maydena. The ice had been broken and passenger trains began a new era in the State’s rail history. The use of the word “heritage” was not common in those days, but the term is certainly well known in the industry today, particularly in the modern crazy world of risk management, occupational health and safety, codes of practice and national standards. Those of us who were about in the beginning would definitely have thought twice about doing what we did, had all of today’s knowledge been

available then. But then, had we not bothered with collecting and restoring, I would not have written this article!

To be continued

Report by Tony Coen

Member Railway this edition - ANGRMS THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

As well as the sugar industry, the Society has acquired rollingstock from other industries such as coal mining. Various small artifacts have been collected over the years and several books have been published. Historic locomotives in the collection include an 1897 Decauville steam loco from Invicta Mill, one of the last steam locomotives to be built by John Fowler (a 1935 standard 0-6-2T), the only remaining steam locomotive from the Queensland Railways owned Innisfail Tramway – a Fowler 0-6-2 tender locomotive, Class B 9 ½, plus a Hunslet 4-6-0T steam loco from the

First World War and a pair of Malcolm Moore 4wPM locomotives dating from the Second World War. ANGRMS has obtained a museum site and constructed a 610mm (2ft) gauge railway in Woodford (27km west of Caboolture). Called the Durundur Railway after an early local property, the railway has been built on the old formation of the former Queensland Railways Caboolture to Kilcoy branch line, which closed in 1964. It is presently one kilometre long and runs from a station in Margaret St to Storeybrook Cottage - a tea rooms and herb farm. The Society has acquired the rights to extend the railway for approximately another two kilometers.

The Australian Narrow Gauge Railway Museum Society (ANGRMS) was formed in 1971 when a group of enthusiasts met to discuss the possibility of preserving a representative collection of locomotives and rollingstock from the sugar industry in Queensland. The Society was incorporated under the Companies Act of Queensland as a Non-Profit Company, Limited by Guarantee in September, 1972. Since 1971, the Society has acquired an irreplaceable collection of 610mm (2ft) gauge steam, diesel and petrol locomotives and rollingstock from Queensland and northern New South Wales.



The original station buildings from D'Aguliar and Wamuran have been moved to the Margaret St site and restored for use as the main station. The former Wamuran building also contains a display room where, in addition to various artefacts, there is a photo tribute to the recently closed Moreton Sugar Mill at Nambour. There is also a shed from the now closed QR workshops at Northgate which serves as a workshop, and a former Country Women's Association (CWA) cottage that has been relocated from another part of Woodford for use as staff amenities.



The primary working steam loco, No.5, was built in 1952 by Bundaberg Foundry for Pleystowe Sugar Mill near Mackay, under licence from John Fowler & Co of Leeds in England. This loco was loaned to the Moreton Sugar Mill in Nambour for the mill centenary in 1997, and spent a week hauling loaded cane trains of up to 300 tonnes from Howard St Yard to the mill for crushing. The loco repeated the exercise in 1999, 2000, and 2001 as part of the local Sugar Festival. During 2000, BFC 5 also spent a couple of months operating on a number of sugar mill lines from Nambour to Mossman during the filming of the television documentary **"Bundy's Last Great Adventure"**: This has made No.5 one of the most travelled locomotives in the sugar industry breaking records for the total number of mill systems visited and also the longest run (over several mill systems) without leaving the 2'0" gauge network. This DVD or video is available through ANGRMS.

The Society is presently restoring to working order, steam locomotive "Melbourne" an 0-6-0 tender loco built by Hudswell Clarke of Leeds in England, which worked at Victoria Sugar Mill near Ingham. It consists of parts from several different Hudswell Clarke locos. In addition to various small four wheel diesel/petrol locos, there are several larger "first

generation" diesel locomotives which are also operational or under restoration. These include "Netherdale", a chain drive six wheel loco which was built in 1954 by the Bundaberg Foundry under licence to Jenbacher Werke, Austria for the North Eton Sugar Mill near Mackay. The Society recently acquired Mulgrave No1", an 0-6-0 diesel built in 1953 by E.E Baguley Ltd of Burton-on-Trent in England for the Mulgrave Sugar Mill at Gordonvale just south of Cairns. Prior to arrival at Woodford, this loco worked a short tourist line on St Helena Island in Moreton Bay. Presently under restoration is "Goondi No1" an 0-6-0 diesel built by John Fowler & Co of Leeds in England for Colonial Sugar Refining Co, Childers Sugar Mill in 1929. This loco was transferred to CSR Goondi Mill following the closure of Childers Mill at the end of 1932. The Society presently operates on the first and third Sunday's of each month from 10am-4pm.

Contact Details:

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Web Site: www.angrms.org.au .

IMPORTANT DATES

28-30th Sept National Railway Heritage Conference - Tamworth

14-16th October ATHRA Meeting Zig Zag



BFC 5 at Nambour August 2001 hauling 300 ton of cane up Howard Street to Moreton Mill. Photo by Paul Rollason.