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## Inside this Issue

- 1 Chat from the Chair
- 3 Rail Australia 175<sup>th</sup> Birthday
- 4 Rail Safety Regulatory Developments
- 5 Workplace Health & Safety, & Australian Code of Practice
- 6 FEDECRAIL Report
- 7 ATHRA Strategic Plan, & Australasian Rail Association Update
- 8 Changes to the Regulatory Environment
- 9 Purchasing Guide, & Rail Heritage Operators on NSW Closed Lines
- 10 A Snapshot of the Apple Isle (cont.)
- 11 COTMA Capers, & Port Adelaide-150th Celebrations
- 12 Members Advertisements, & Important Dates
- 13 Steaming Through New Zealand's Spectacular South Island Tour

ASSOCIATION OF  
TOURIST AND HERITAGE RAIL AUSTRALIA  
ABN 19755744868

# “CINDERS & ASHES” ATHRA’s NEWSLETTER

## Chat From the National Chair

Well the last six months since the last edition of “Cinders and Ashes” has flown past and whilst our heads are still spinning life continues in the ever changing railway industry. Just as we think we are on top of things again, someone gives our heads another good spin. Sounds very much to me like the life in general.

Since the last edition, Graeme Breydon and his **Rail Safety Reference Group** have been busy as usual. It simply astounds me the sheer volume of work and submissions that this group produces on behalf of all ATHRA members. There has been several wins as ATHRA continually provides this important feedback into the various areas of rail safety and regulatory reform. The efforts of this team and the few individual groups that supply ATHRA with the feedback are very much appreciated. The tireless and un-rewarded work done by this group and their dedicated coordinator is not to be sneezed at and all ATHRA groups should be very proud of their efforts.

Congratulations go to Professor John Glastonbury for receiving a **NSW Government Heritage Volunteer Award**. The citation expresses very well his enormous contribution to the heritage rail field. Well done and well deserved! It is great to see that individuals in the tourist and heritage rail industry are being recognised for their gallant efforts for service over many years.

Tim Fisher, rail fan extraordinaire and Chair of Tourism Australia would like to remind all rail fans that “2006 is the **175<sup>th</sup> anniversary of the Advent of**

**Rail in Australia** when James Steele utilised the same gauge as the Melbourne tram track and built from Pit A near the Newcastle Anglican Cathedral a coal freight railway down and across Hunter Street to the local wharf in Newcastle. Let us all celebrate a toast to 175 years of rail activity in Australia and the prospect that rail will be required more than ever before in the 21<sup>st</sup> century.” I encourage all groups to utilise this historical occasion and use it to celebrate the advent of rail in Australia and use it as a promotional tool during the planned celebrations on the proposed date of the 2<sup>nd</sup> and 3<sup>rd</sup> December 2006.

On the weekend of the 24-26<sup>th</sup> February 2006, **ATHRA had its bi-annual meeting** in New Norfolk, Tasmania. Prior to the meeting a **pre-conference tour** was organised to Queenstown to visit the spectacular West Coast Wilderness Railway (WCWR) which runs from Queenstown to Straun. ATHRA members were hosted by WCWR for the Wednesday night for dinner in Straun and for the breath taking and mind blowing rail adventure and experience of the former Mt Lyle Railway on Thursday. Our host and General Manager of the WCWR, Mr Eamonn Seddon, accompanied by Railway Engineer, Mr Don Marshall, provided our group with a personal tour of the workshop facilities at Queenstown before they escorted the group as we travelled in Premier Class along the railway. With the fabulous food, wine and the sheer marvel of the sights that passed us as we squeezed through the rain forest as we travelled to Straun, it is hard to believe that anyone could have even thought of placing a railway in the rugged terrain little loan build and rebuild one. Eamonn also provided us with a back ground to the amazing efforts that went into

rebuilding this railway and how WCWR is not providing a rail journey but an *experience* which uses the railway as the vehicle for the experience. Eamonn's clear message to us all was to forget that you are providing a train trip and concentrate on providing an experience as that is what the public are seeking and that is where you become a tourist attraction and make serious inroads to the tourism market.



*General Manager of the WCWR, Mr Eamonn Seddon talks to the ATHRA delegates inside the WCWR workshop at Queenstown.*

With our heads still in a spin with this ore inspiring experience, we unfortunately had to return to New Norfolk for the ATHRA meeting however the journey on the WCWR inspired us to battle on with the challenges that face us all.

The meeting took on a new format with 3 half day sessions extending from Friday to Sunday lunch times with a visit to the Tasmanian Transport Museum at Glenorchy and the Derwent Valley Railway depot on Saturday afternoon. The Friday and Saturday nights saw us all gather for dinner where further networking continued. Some would say this is where most of the business was discussed making the meeting sessions a little less frantic. It was agreed to trial this same format again in Brisbane in September for the AGM.

The remainder of the meeting discussed issues such as insurance matters (PLI and the release of a cheaper volunteers insurance); updates on the Rail Safety and Rail Reform issues; ME79 update; ARA update and involvement; an address by Gary Baker from the Road Steam Movement regarding their fruitful talks with National Occupational Health and Safety regarding High Risk Equipment and the proposed changes to the legislation; ATHRA Strategic Plan update; a presentation by Penny Nichols,

Manager from the Tasmanian Rail Regulators Office; sponsor project between the Rail Track Association of Australia (RTAA) as well as many other issues.



*Mt Lyell No. 3 awaits departure from Queenstown Station*



*Delegates at the ATHRA meeting.*

The meeting was a huge success and we barely had enough time to make our way through the agenda but we managed to scrape it in before our departure.

Whilst it doesn't look like that much happens on the surface other than the ATHRA meetings and the Rail Reform issues, I can assure you that many other things are developing in ATHRA. These include the possibilities of Awards, sponsored by various organisations, being awarded to individual groups; the continual search for quality and affordable insurance; promotional ventures for all railways; the development of various documents such as purchasing guides, standards etc; and of course the overall administration of ATHRA keeps all of us volunteers extremely busy.

All this work would not be possible without the dedicated commitment from the ATHRA executive, State representatives and sister organisations (like COTMA and FRONZ) kindly assisted by the ARA and the various rail regulators. I extend my most humble appreciation to all of these people and others that I may have forgotten.

The **next ATHRA meeting** will be held in Brisbane on the 8-10<sup>th</sup> September at the Workshops Rail Museum at Ipswich. There will be a pre-conference tour on Thursday the 7<sup>th</sup> and the morning of Friday the 8<sup>th</sup> September whereby we will be visiting Brisbane Tramway Museum, the Australian Narrow Gauge Railway Museum Society and Queensland Pioneer Steam Railway. The meeting proper will begin

after lunch on the Friday and continue until Sunday lunch time. On Saturday morning there will be a main line trip where members and invited dignitaries will travel to Grandchester behind the recently restored steam locomotive AC16 221A (pending availability) before returning to the Workshops Rail Museum for lunch followed by ATHRA's AGM. A formal dinner will be held on the Saturday evening at the Museum. This **meeting is open to all members** and not just the representatives and I encourage anyone to attend and see the workings of ATHRA.



*Venue for the September 2006 ATHRA Meeting (Photo by John Newell)*

Have you checked out the ATHRA web site lately? We now have a new web master so check out some of his handy work at [www.athra.asn.au](http://www.athra.asn.au). There are important messages, copies of the newsletters, minutes of ATHRA and other State members, links to the Rollingstock Codes of Practice and many more informative items. Take the time and have a look.

Well that ends yet another long winded update from the Chair and I once again thank everyone who supports ATHRA and its cause. If you have any queries then please don't hesitate to contact me via [chairman@athra.asn.au](mailto:chairman@athra.asn.au).

Report by Paul Rollason  
ATHRA Chairman

## 2006: Rail Australia 175<sup>th</sup> Birthday

It was in December 1831 that Australia's first ever railway commenced operation, in Newcastle NSW, for the purpose of shifting coal to the wharf near Hunter Street for export. As Chairman of Tourism Australia it makes sense to celebrate these key anniversaries and utilise our rich heritage as a marketing tool. To this end I appeal to all rail heritage operators around Australia to highlight in their operations and printed material that 2006 is the 175<sup>th</sup> anniversary of rail in Australia.

James Steel, a friend of George Stephenson migrated from Newcastle upon Tyne to Newcastle NSW in the 1820s to take up the position of Chief Engineer of the Australian Agricultural Company (AA Co) established in 1824. AA Co continues to operate as Australia's oldest company today (without name change) and is the world's largest beef-cattle owner. It commenced with a large property between Newcastle and Taree before moving further north. For a short period it held coal mining leases around Newcastle and developed Pit A, just near the Newcastle Anglican Cathedral and Australia's first ever railway was built in standard gauge from Pit A down the hill, over Hunter Street to the wharf. The loaded coal wagons rolled down the hill and when emptied were hauled back up the hill by two horses. The first ship containing Australia's first tonne of Australia's export coal sailed in early December from Newcastle to India. It was the steam ship Sophie Jane, and yet another first as it was the first steam ship to visit Australia.

Now I declare an interest, I am a Director of the publicly listed company AA Co but it has long since departed Newcastle and the Hunter Valley, its 27 properties are scattered over Queensland and the Northern Territory. It has been suggested that the first weekend of December, Saturday the 2<sup>nd</sup>

and Sunday the 3<sup>rd</sup> of December should be noted the 175<sup>th</sup> anniversary weekend of rail across Australia and hopefully Create 01 will do a special run Sydney-Newcastle-Sydney that weekend. Significantly enough, James Steel chose his friend's standard gauge 4'8 1/2" for that first ever section of rail track but since 1831 Australia has developed 22 different railway gauges (7 of them still operating today), more than any other country in the world!

With the endorsement of ATHRA I urge that this key 175<sup>th</sup> anniversary be made not just a Newcastle event but by the running of various 175<sup>th</sup> birthday expresses that weekend with Pichi Richi and Puffing Billy and beyond it might become a nation-wide celebration of the advent of rail down under!

In light of this, I suggest that railways use the following "tag lines" to assist with the promotion.

### First and main tag line:

"Enjoy and engage the rich rail heritage of Australia, twenty two different railway gauges developed since 1831, more than any other country in the world!"

### Extra Para if desired:

"Seven of these gauges are still operational today, ranging from 1'3" 381mm to 5'3" 1600mm; with many diverse colourful heritage trains bustling here and there, through Museums and beyond, in every State and Territory!"

Article by Tim Fisher  
Chairman of Tourism Australia and devoted railway enthusiast.



*Tim Rollason (son of ATHRA Chairman) knowing what he wants to do. "Look Dad I'm driving a steam train".*

# Rail Safety Regulatory Developments

## AS 4292.1:2006 & NAP 2.0

January 2006 saw the publication of a new version of Australian Standard AS 4292.1 "Railway safety management Part 1: General requirements." It contains major changes from the 1995 edition, including requirements relating to:

- Risk management and Change Management
- Personnel issues such as competency, health and fitness
- Human factors and fatigue management.

This standard is "called up" in rail safety legislation in W.A., S.A and Tasmania and the regulators in those states have indicated that they require accredited organisations to upgrade their documented Safety Management Systems (SMS) to comply with the new standard by January 2007. In NSW, the regulator is proposing amendments to regulations to require broadly similar SMS upgrades (based on National Accreditation Package Ver. 2 requirements) for mainline operators during 2006. Non-mainline operators in NSW will have a longer transition, and so will T&H operators in Victoria. However, regardless of the exact timeframe the size of the work required is daunting, especially for T&H groups that have not already established risk registers.

As previously reported, the Rail Safety Regulators Panel acknowledged that some groups will need assistance and initiated a project (led by the NSW regulator) to provide SMS guidance materials. The initial delivery target of early 2006 was not met but when ATHRA (together with COTMA and RHA NSW) expressed concern late last year about the direction the project was taking the Regulators were quick to respond. These materials, which incorporate many "real-life" examples

contributed by T&H groups, are now due for release in April.

## Health Assessment Update

ATHRA participated, during early 2006, in a maintenance review by the National Transport Commission of the National Standard for Health Assessments for Rail Safety Workers. Whilst some of our concerns cannot be considered until the full review of the Standard due in 2009, NTC will be publishing bulletins providing authoritative interpretation and guidance on a number of issues which were creating practical problems. One such issue of particular concern to T&H groups is clarification of the portability of assessments.

## Bills & Regulations

ATHRA continues to be consulted by the NTC, Victorian Dept of Infrastructure and Independent Rail Safety & Reliability Regulator (NSW) about development of legislation and regulations. NTC provided written advice that no fewer than 14 of our comments about the draft model national legislation will be addressed in the final document, which will eventually provide some convergence between the differing approaches (AS4292, NAP and bespoke regulation) by States over the next few years.

## Boiler & Engine Operator Tickets

The Australian Safety & Compensation Council (formerly NOHSC) were overwhelmed with submissions on their proposed changes to licensing of high risk work, including the ATHRA submission and over 50 from the historic machinery movement. We are now involved in three-way discussions between ATHRA, ASCC and a sub-committee of the National Historic Machinery Association on a possible new Code of Practice that will replace the irrelevant aspects of the existing qualifications with arrangements relevant to historic boilers rather than power stations as well as escaping from the original ASCC proposals for costly 5-year re-examinations and licence renewals.

## ATHRA Alerts

Alerts available on the ATHRA website ([www.athra.asn.au](http://www.athra.asn.au)) and e-mailed to member bodies since the last issue of Cinders & Ashes include:

- #11 – December 2005 – "Safety Alert – Road-rail vehicles"
- #12 – December 2005 – "Draft revised Standards AS 4292 parts 2 – 5"
- #13 – (revised) Jan 2006 – "Current Rail Safety & Regulatory Developments"
- #14 – February 2006 – "ATSB Report; collision between Steam Train & Loaded B-Double truck"
- #15 – March 2006 – "Safety Alert – Track related incidents in the sector"

Number 15 broke new ground for ATHRA in that, instead of simply alerting members to proposals and publications by other organisations, it highlighted a worrying trend within our sector. When it comes to asset management we tend to throw resources at the motive power and take the track for granted, forgetting that if the line was built or acquired more than circa 25 years ago that the chances are that about the only good sleepers remaining may be those the group has replaced in that time.

Report by Graeme Breydon  
Convener of the ATHRA Rail Safety Subcommittee



*Tasmanian Transport Museum at Glenorchy near Hobart.*



*Lunch at Double Barrel on the West Coast Wilderness Railway in Tasmania. Could Life get any better?*

## Don't Forget About Workplace Health & Safety

In the regulated environment we operate our railways and tramways in, it becomes easy to get so focused on satisfying the rail regulations that we overlook some of the other regulations that apply to our activities. Workplace (or occupational) health and safety is one area of regulation that requires our attention. Make no mistake about it; we undertake dangerous work. Working at heights, in confined spaces, with hazardous materials and in noisy environments are just a few of the dangerous activities common place around tourist and heritage railways.

As volunteers, one of the biggest problems we face is recognising the hazards that are before us. We come from all walks of life and often undertake work we have little experience in. Sure, we can copy the work practices of others but do we know they are safe? Ignorance is no excuse. Every person working at your railway or tramway has the right to expect an injury and hazard free day. The management of every railway and tramway has a moral, common law and, in some circumstances, a statutory obligation to uphold that right for their workers.

Every organisation needs to develop a safety culture that ranks workplace

safety and rail safety as equals. Without a workplace safety regulator enforcing accreditation, this takes effort. Every organisation needs to become familiar with the workplace safety legislation and regulations that are applicable in their state. A good starting point is the Internet site of your state regulator:

- Workplace Health & Safety, Queensland
- WorkCover NSW
- ACT WorkCover
- WorkSafe Victoria
- Workplace Standards Tasmania
- SafeWork SA
- WorkSafe WA
- NT WorkSafe

The content may vary from state to state but you will find relevant Acts, Regulations, Codes of Practice and Guidance Notes that will help you provide a safe workplace. The material can be quite heavy going at times, especially if you are not familiar with the topic. Seek advice if you need it but remember, while in safety matters there are no silly questions, sometimes there are silly answers. Make sure your advice comes from acknowledged experts and not from those that think they know when really they don't.

Article by Peter Silva  
ATR Chairman

## Australian Code of Practice (ACOP)

Most rail track managers in Australia have, over recent years, updated their Rule Book and General Appendix to comply with the general requirements of AS 4292 and in particular Part 5 of AS 4292 with the odd exception, one being the Victorian or PTC Book of Rules 1994.

A number of changes have occurred in Victoria over a period of time not the least of which have seen the transfer of the "interstate network" to the Australian Rail Track Corporation, the sale of the remainder of the country

network to Rail America to trade firstly as Freight Victoria and then Freight Australia, the sale of the metropolitan network to two separate Companies – who after some name changes finished up trading as Connex and M> Train with M. train also operating the country passenger network trading as V/line. On the tram side the network was sold to two groups who finished up trading as Yarra Trams and M< Tram. Further changes have seen the metro train services coming back under one operator – Connex, the tram services coming back under one operator – Yarra Trams and V/line passenger returning to a Government agency. Freight America has sold the remaining country lines to Pacific National which means that in Victoria the three commercial track managers are ARTC, Connex and Pacific National with a number of Heritage groups also accredited as Track Managers.

ARTC extended the National Code of Practice from the SA Victorian Border (Wolseley) to Dimboola Loop over four years ago and sought a further extension of the Code across all of Victoria. Between the time of the introduction of the National Code of Practice into ARTC in South Australia and Western Australia New South Wales introduced the "RIC Rules" which whilst based on the National Code did have some differences, some of which were significant.

The Australasian Rail Association (ARA) held a meeting of main line track managers in Canberra at about the time work had commenced on the preparation of a revised Rule Book for Victoria. At that meeting agreement was reached to combine the National Code and the RIC Rules into a common book for the Australian Rail Network.

The Department of Infrastructure Victoria commenced work on a revised document for Victoria even though they are not a track manager. Given some concerns by the track managers it was agreed that the ARA and Victorian project should, if possible, be combined

with the emphasis being placed on introducing any new document into Victoria as a matter of urgency.

A small team known as the “Alignment Working Group” was established to co-ordinate and amalgamate work already commenced with the initial work to address “work on track”.

Whilst the preparation of documentation of this part has been substantially complete for over twelve months there remains some concerns over the Rules due to attempt to have “one size fits all” for areas as dense as Redfern Strathfield” as against the level of services between Ararat and Maryborough.

Each track manager will have documentation in addition to the Rules and Procedures to support their “local” requirements similar to that used by ARTC in the national Code.

Whilst work continues to resolve the outstanding issues for stage one work has commenced on the Stage Two rules and procedures which are the operational Rules and Procedures and cover such sections as train protection, train failure, radio hand and light signals, some shunting and other associated rules as well as the systems of safe working which include signalling systems, train order working, electronic authority working, electric staff and staff and ticket.

The preparation of these Rules and Procedures will not address how each track manager conducts crossing and passing movements on its railway given the variety of “hard ware” associated with what is on the ground eg lower quadrant signalling with ground frames as against yard limit signs and points operated by a points stand with point stand indications being track manager specific documents. As an example on the ARTC network between Crystal Book and Broken Hill there are three different methods of crossing and passing trains due to the “hard ware” on the ground at different locations whilst

the entire sector is one system of safe working.

What is the overall affect of this on the Heritage Groups? A lot will depend on the stance taken by each of the Rail Safety Regulators however each State Group needs to consider its need for uniformity not only within the groups but also with commercial operations.

The benefits of a single “Rule Book” means that volunteers who work in the commercial area are able to come to the Heritage groups with the core safe working and only need training in the “local” workings and for persons within Heritage they are able to their qualifications on more than one railway.

Like the commercial railways it’s a big step and one which may take several attempts to achieve but one perhaps each organisation needs to have a policy of adopting.

Report by Brian Busch

## **FEDECRAIL (The European Federation of Museum & Tourist Railways)**

In the UK, we have long had the benefit of an umbrella organisation to promote and protect the interests of preserved railways (as we used to call them), now known as the Heritage Railway Association. The formation of a European umbrella came later.

It really started when in 1989 when enthusiasts from all over Europe converged on Utrecht in Holland to attend the celebrations of 150 years of Dutch Railways, which included a cavalcade of preserved steam locomotives from a number of countries including Britain. The programme of events included a circular trip on a

chartered steam train to Winterswijk and back. During this journey we discussed with our Dutch and German colleagues the need for a pan – European body to represent the interests of heritage railways.

As a result, we organised a meeting of all interested parties in Hamelin, the German pied-piper city, at which we set up a working group drawn from a wide range of delegates known as the Morgan Commission and this in turn resulted in the launching of FEDECRAIL in 1994 as a not-for-profit organisation under Belgian Law.

So what do we do? You have to remember that the FEDECRAIL now has members in 23 different countries. Not all of these such as Norway, Russia and Switzerland, are members of the European Union (EU), but I think that it is fair to say that EU Legislation remains our prime preoccupation. So far we have succeeded in obtaining amendments to six EU directives and in one instance, the complete withdrawal of a draft directive which would have required us amongst other things; to insulate all hot surfaces (!) in the driving cab, paint yellow all protruding parts and fit doors to locomotive cabs.

You need also to remember that matters are complicated by the fact that 19 different languages are spoken amongst our members. The three working languages are English, French and German, while Dutch remains an official language as the Federation has its constitution certified by the King of the Belgians in the Flemish Ministry of Justice.

Currently, FEDECRAIL is governed by a seven man Council comprising a Frenchman, German, Swede, Italian, Dutch secretary, Belgian Treasurer and myself (A Brit) as president. We meet four times a year, one of these meetings coinciding with our annual general meeting and conference. We have a safety working group and a cultural working group, whose deliberations which examine in particular the impact

of EU safety legislation resulted in the RIGA Charter.

Recently, we have set up a restoration project involving 6 railways (in Britain, France, Germany, Greece, Holland and Spain) with the aid of an EU Culture 2000 Grant of over 600,000 euros. I like to think that over the years we have achieved a number of successes and our continuing growth appears to corroborate this. Certainly speaking as Chairman of the Heritage Railway Association (of Britain and Ireland), I have appreciated the benefits that the UK and Irish heritage have derived from membership, particularly when fighting our corner against some of the more badly thought out European Legislation.

At one of our conferences, which was attended by the great Argentine steam engineer, Livio Dante Porta, I was invited by the Cuban Minister of railways to speak at a conference held in Havana the following year (1999) known as ECOVAPOR. This was attended by delegates from all over America (including one US citizen) as well as Africa and Europe. One of these, Quique Diaz, who runs the train at the end of the world in Ushuaia near Cape Horn, suggested that we needed a world-wide organisation. At the time I saw little need or purpose would be served. But he persuaded me that I should visit his railway in Argentina. There I found the water treatment trials instigated by Dante Porta in progress. I was converted.

Since then, I have realised that many of us share the same problems around the world, indemnity insurance being one of them, so a world congress is being held in Ushuaia from 1<sup>st</sup> to 4<sup>th</sup> October 2006. Details can be found on website address [www.steamandtouristtrains.com](http://www.steamandtouristtrains.com). Speakers from all five continents have been invited and at the end of the congress we plan to launch the International Steam & Tourist Train Association. I hope that Australia will play a leading part in this. Needless to say, there will also be a visit programme

before and after the congress including a trip on the Patagonia Express.

David Morgan  
President, FEDECRAIL

## ATHRA's Strategic Plan

The ATHRA Strategic Plan has been reviewed and revised to reflect the ongoing changes that are impacting on the sector.

The critical strategic things that must be achieved *and progress to date are:*

- ATHRA must be effective in representing the industry's interests in the reform process – *to date, satisfactorily achieved.*
- ATHRA must successfully progress its industry-based marketing initiative – *initial approaches for funding satisfactorily progressed, follow up occurring.*
- ATHRA must ensure effective input to the TDTA training package development – *achieved, funding being sought for development of lesson plans once task definition complete.*
- ATHRA must effectively promote an understanding of the issues impacting on the sector to member organisations and to their members – *ongoing, the ATHRA Newsletter, meeting reports and rotation of ATHRA meetings between states is assisting in progressing this understanding.*
- Member organisations and their members must appreciate the value-added that ATHRA provides – *the ability of the sector to operate in a regulatory and legislative environment that is rapidly changing reflects ATHRA's effectiveness.*
- In pursuing issues related to reform in the sector, ATHRA must effectively manage its processes to ensure that appropriate input is achieved with respect to proposed reforms and that ATHRA's position is clearly articulated to those

developing policy, legislation, regulations and codes that will impact on the sector. – *achieved to date*

- ATHRA must continue to engender a culture which is proactive and co-operative and capable of effectively managing the legacy of history – *achieved to date.*
- ATHRA must effectively manage and further develop its alliances with the ARA, FRONZ and COTMA – *achieved to date.*
- ATHRA must through its industry based marketing initiative, facilitate the recruitment of quality people into the sector. – *progressing*
- ATHRA must engender a culture within the industry which ensures that volunteers can secure satisfaction from their endeavours – *progressing, ongoing in nature*

Report by Chris LeMarshall

## The Australasian Railway Association Update

The ARA and ARHRA continue to work very closely in order to improve the tourism and heritage sector and the industry as a whole.

### Legislative and Regulatory Change

The close liaison between the ARA and ATHRA has seen effective input from the tourism and heritage into the legislative and regulatory changes currently taking place. As detailed in the last report, in the next 8 to 12 months, the rail sector will undergo more changes in this area than it has undergone in the last 100 years.

The change has come about as regulatory regimes that were largely state based and government controlled are overhauled to reflect the needs of organisations providing rail services across Australia.

The receipt by Graeme Breydon of the ARA's award for the most significant individual contribution to the rail sector in Australia reflects on the sector. It

recognizes that our contribution is valued and relevant.

Members of tourist and heritage rail organisations freely give their time to ensure that the rich rail heritage of Australia is preserved. The sectors endeavours in this area are simply to ensure that this contribution can continue in an environment not constrained by onerous “red tape”.

**Training**

The sector’s representation on key committees developing national training requirements continues to expand. The overall outcome we wish to achieve is a comprehensive listing of the skill sets that are needed for rail personnel; including tourism and heritage personnel.

To further assist the sector, initiatives are being progressed to enable, for the tourism and heritage sector, the skill sets to be developed to the lesson plan level in order that the sector is able to have ready developed modules that can be amended to meet individual organizational requirements.

**ARA and the Renaissance of Rail**

The ARA is progressing many initiatives that will assist in the renaissance of rail, these include:

- Progressing the Inland Rail Feasibility Study
- Identifying Future Infrastructure needs in order that they can be developed strategically
- Progressing initiatives to improve “grain” lines
- .Progressing initiatives to improve rail passenger transport
- Improving radio communications

**Policy**

The ARA continues to work with governments to progress a critical microeconomic reform agenda to be managed through the Council of Australian Governments (COAG). As detailed in the last report, policy

changes are needed to foster competitive neutrality between transport modes, streamline the interface between modes and position the freight transport industry to meet the growing demand for freight movements. To be effective, this reform process must address entrenched ideas and structures that have been in place for many decades. The process will be hard fought and protracted.

**Code Development**

Rail industry codes related to Fatigue, Drug and Alcohol, Rollingstock, Investigations Hi Rail, Wheel Rail Interface, and Infrastructure are being progressed with significant input from the tourist and heritage sector.

**Changes to the  
Regulatory  
Environment – We  
are not alone!**

Virtually all of the Heritage Rail organisations throughout Australia are facing major change to their Safety Management Systems over the next few years. We are not alone in this pace of change. New Zealand is well underway in implementing a Rail Safety Case approach for their rail organisations. Some of the other changes we have foreseen are the need for different training approaches to be undertaken – using standardised frameworks. Another has been the mooted changes to the training for boiler operation. ATRHA along with the road steamer and marine boiler organisations have found allies in this area to ensure any changes are compatible with our needs and not those of industrial organisations only.

While doing some research on Conservation documents, I reviewed the website of the [European Maritime Heritage](#), the non government organisation for maritime history and historic ships in operation. This

organisation is busy addressing issues that the European Commission throws up into the area of operating historic ships in Europe. Some of the issues are in advance of ours it seems. A paper published in Oct. 2005, [A European Vision for the Oceans and Sea](#) gives a background to the historical context and problems they face. For example:

- A memorandum of understanding between nine European countries that mutually recognises each countries regulations and crew competency for “*traditional ships in operation*” to call at ports in the signatory states.
- The adoption of a Conservation and Restoration document – known as the [Barcelona Charter](#). The associated [Commentary](#) gives the background to this document.
- The definition of a passenger and when is a passenger ship a passenger ship (when carrying more than 12 passengers). The problem of a person paying to be taken out on a vintage ship in order to work/participate in the operation of the ship.
- Impact of new EEU rules on ship building – prohibition of wood as a structural material and the ban on traditional wood conservation treatments.

The paper seeks support for the restoration and preservation of maritime heritage in the same manner as they do for land based objects. Quite well worth reading in full and their web page is well worth visiting – with the newsletters they issue to members up to date on the website.

Article by Warren Doubleday



*Mt Lyell No. 3 departing Queenstown.*

## FRONZ/ATHRA Purchasing Guide

An initiative of FRONZ (Federation of Rail Organisations of New Zealand) and medium term goal for ATHRA was to put together a purchasing guide for members so that other groups could also tap into these special skills/deals that companies were offering the tourist & heritage rail sector.

The FRONZ Purchasing Guide is quite extensive and is an asset to FRONZ' members.

ATHRA has approached FRONZ to make this a joint venture so that both countries' members can benefit. The FRONZ Guide has many Australian contacts and many other very useful ones.

So that we can make this a true joint project, I urge all Australian Groups to contribute to this purchasing guide.

What we require are:

- Contact details of the supplier
- Type of items sold/manufactured
- Comments.

These will then be added to the list.

This is a very useful document and if you have a special supplier then please let us know.

Remember this is for your benefit, so please contribute.



*Stunning views of the West Coast Wilderness Railway as it parts the rainforest.*

## Rail Heritage Operators on NSW Closed Lines – Breakthrough in negotiations for simplified and affordable access.

Following protracted negotiations, agreement has been reached with the NSW Rail Infrastructure Corporation (RIC) and the Australian Rail Track Corporation (ARTC) for simplified access arrangements for rail heritage operators on closed lines on the NSW Country Regional Network, which is under the ownership of the NSW Rail Infrastructure Corporation (RIC) but is managed, under agreement, by the Australian Rail Track Corporation (ARTC).

The heritage groups most particularly affected are the “trike” operators, all of which had been forced to cease operations due to skyrocketing public risk liability insurance premiums, which was compounded by a requirement under previous RIC access agreements for it to be named as co-insured on such insurance policies, adding hugely to the premiums.

RIC has now advised that it is prepared to authorise ARTC to grant heritage groups simplified Licences to Occupy sections of closed lines, subject to a number of conditions, including:

- The heritage operators must at all times be accredited to operate by ITSRR under the normal requirements of the Rail Safety Act (which has always been the case).
- The heritage operators will obtain public liability insurance from an insurer acceptable to ARTC (with the interests of ARTC and RIC noted on the policy).

The requirement that the interests of RIC and ARTC should only be noted on

the policy, rather than being named as co-insured, is seen as a considerable improvement over the previous arrangements.

It is hoped that this breakthrough will allow the trike operators to resume operations in the near future.

### Rail Heritage Forum – Rail Regulatory matters.

In conjunction with the NSW Independent Transport Safety and Reliability Regulator (ITSRR), a Rail Heritage Forum will be held on Saturday 6 May 2006 for **all rail heritage operators** who wish to attend.

The forum will be held at the Mecure Hotel, Railway Square, Sydney, commencing at 11.00am, following morning tea from 10.30am.

There will be no charge for attendance but delegates are asked to give advance notice of their intention to attend to assist in managing room availability and for catering requirements.

The draft agenda for the forum includes:

- Regulatory Environment and ITSRR Accreditation Policy for Heritage Rail Operators.
- National Safety Management System Guidance Material for Heritage Rail Operators.
- ITSRR's approach to Safety Management System Audits
- Health Assessments.
- Emergency Planning.

Those in the rail heritage movement would know that the National Panel of Rail Safety Regulators is introducing a new National Accreditation Package (NAP) for all rail operators – from the larger operators such as CityRail and Pacific National through to the small rail heritage operators, such as “trike” operators, on closed lines.

ITSRR has taken on the task of developing the NAP requirements for the rail heritage sector on behalf of the National Panel of Rail Safety Regulators. It is currently intended that the new requirements will apply from 1

July 2006 (although it is possible that this could be deferred for 6 months).

The sessions at the Forum on the National Safety Management System are seen as being vital for rail heritage operators to become acquainted with new requirements being introduced.

Rail heritage operators will have the opportunity to become aware of the likely new requirements and have input into their formation to ensure that a "one size fits all" approach, which could overwhelm the heritage operators, is not adopted.

**THE FORUM IS OPEN TO ALL RAIL HERITAGE OPERATORS WHO WISH TO ATTEND, PROVIDED THEY REGISTER THEIR INTENTION TO ATTEND.**

Advance notice has already been sent to all NSW rail heritage groups for which email addresses are held.

For those who have not already indicated their intention to attend, please register early with the Secretary, RHA (NSW) by post to PO Box 152 West Pennant Hills NSW 2125 or by email to billpascoe@bigpond.com.

Report by Bill Pascoe  
Secretary RHA-NSW

## A Snapshot of the Apple Isle (cont.)

*To be continued*

The onslaught of rail accreditation in Tasmania took a little time to comprehend and operators were largely left to their own devices when faced with the daunting task of preparing their applications. There was a sincere attempt by the fledgling State Rail Safety Unit to steer rail groups in the right direction, but most of the information on safety management systems was derived from the sharing of already approved documents loaned from operators across the Nation.

All the same, the compiling of documentation took a long time to

complete, particularly with the large operators, and I suspect that it was the same in every State. At a small ceremony following a TAT Rail Meeting, certificates of accreditation were presented to Tasmania's heritage railways by the newly appointed Regulator. Everybody then seemed happy and contented with their achievements and set about to make sure that staff followed the dogma contained in their respective systems. As expected, it was difficult, initially, to convince the volunteer members that this and that procedure must be complied with. In time, the specific processes became the norm as members gradually accustomed themselves to the regimen.

The State Government decided to help the T. & H. operators with auditing processes by funding the training of two people as auditors. The purpose was to limit the costs associated with auditing for the sector. For the first couple of years, operators managed

their systems fairly well, or thought that they were, with the odd non-conformances identified by the sector auditors occasionally jerking them into line. The R.S.U. had settled down with a dedicated team of one full-time member who started to invite groups to attend all kinds of workshops on safety systems, risk managements and other intriguing processes, all of which were leading on to a shake-up for everyone. That happened in 2005 when Kevin Band was contracted by the R.S.U. to carry out annual compliance audits of the major railways. The outcome was the biggest and most informative learning sessions that any of the railways had experienced to date.

Since then, the R.S.U. team has grown and operators are preparing to review their safety management systems as determined by the new National Accreditation Package. R.S.U. has planned a workshop to help with gap analysis for sector members, after which all operators will be expected to



*On 11 July 2004, Tas. Transport Museum's articulated diesel railcar DP 26 stands at Plenty on the Derwent Valley Line whilst under charter to the Derwent Valley Railway.*

*Photo.:- A. Coen*

complete their documentation by the end of 2006.

Main line operators had been diligently and frequently working through risk management processes with the network owner, Pacific

National Tasmania, and a good deal of joint procedures had been agreed upon. Only some were put in place because, after a while, problems within PNT's internal machinery meant that less attention towards its small-time track users became prevalent. Bit by bit, PNT began imposing restrictions and limitations on operators and it appeared that a certain amount of paranoia was directing the decisions to implement those inhibitions. Early in January 2006, following a couple of incidents, PNT withdrew all running agreements for independent operators to use its tracks pending a review of emergency and risk management processes. An attempt was made to resolve the impasse but a much larger impediment occurred when PNT demanded Government funding to revitalise the network's infrastructure or it would quit intermodal freight transport in Tasmania. Most readers would be aware of that situation. Suffice to say, the matter remains unsolved, although indications are that the generous assistance packages from both the State and Federal Governments will be accepted shortly. It also means that the State system will gain a new Track Manager and operators are hopeful that running arrangements will be more equitable for all.

Report by Tony Coen  
ATHRA Vice Chairman

## COTMA Capers

Planning for the Council of Tramway Museums of Australasia (COTMA) Conference in November 2006 is well advanced. The programme has largely been formulated. The main accommodation and venue for the Conference sessions will be the Batman's Hill on Collins, on the corner of Spencer and Collins St. Melbourne. Registration of Interest forms and the conference programme can be found on the [COTMA Website – Conference](#).

The conference has a number of interesting papers in the pipeline, covering rail safety issues in both Aust

and NZ, conservation planning, restoration of vehicles, succession planning and organising large events.

COTMA Assistant Executive Officer Rod Atkins has recently been involved in the shipping of two ex Melbourne W class trams overseas and of a rotary converter packed into a container to the Christchurch based, Tramway Historical Society. Not as easy as one would think – a lot of paperwork and organisation involved. Rod ably assisted VicTrack in enabling these donations to tramway museums:

### SW6 965 to Copenhagen

Readers may have seen recent Press stories about SW6 965 going to Denmark as a gift to Crown Princess Mary and Prince Frederick. The tram will be housed at the Danish Tramway Historical Society's Museum about 65km southwest of Copenhagen. For details of their museum see [www.sporvejsmuseet.dk](http://www.sporvejsmuseet.dk) The Sydney Tramway Museum, introduced the Museum to the Victorian Government and assisted with negotiations for the gift of the tramcar. The recent closer Australian relationship with Denmark certainly assisted with the gift and its timing. The Danish Museum is one of a very few European Museums that can accommodate a Melbourne W, due to their width. The presentation of this tram to the Danish Consul General by the Victorian Minister of Transport on 10 November went very well. The Chairman, of Danish Tramway Historical Society's Museum, Michael Lund was also present and was very impressed with the tram. The tram has since been delivered to Denmark via Yokohama Japan where it changed ships. The Museum's excellent web site has some great photos of it being transport and finally running in snow on their line.

### SW6 906 to Auckland

The Western Springs Tramway who operates the tram service at the Museum of Transport and Technology, Western

Springs Auckland recently acquired SW6 906 to meet an increasing demand for transporting school children as part of MOTAT's educational programme in fully enclosed tramcars. The WST web site link on MOTAT's site is <http://www.motat.org.nz/collections/trams.htm>. The tram left Melbourne late Feb. and arrived at the Museum on 1 March 2006. It was powered up that afternoon around the depot/MOTAT area.

Report by Warren Doubleday  
COTMA Chairman

## Port Adelaide Railway 150th Celebrations

The National Railway Museum at Port Adelaide, South Australia is holding a weekend of celebrations on Saturday and Sunday 22nd and 23rd April 2006 to commemorate the 150th anniversary of the opening of the Adelaide to Port Adelaide Railway on 19th April 1856.

Saturday 22nd April will see the launch of the NRM's new book, '150 years of the Port Adelaide Railway' commemorating the sesquicentenary (published with assistance from Australian Rail Track Corporation) and the opening of a railway art exhibition by Port Adelaide artist John Ford, depicting some of the museum's exhibits.

On Sunday 23rd April, the NRM's 3-car Redhen set will make a number of special runs over TransAdelaide tracks including a re-enactment special from the Adelaide Railway Station to the NRM for invited guests and special ticket holders. The Redhens will also make several return trips between the NRM and Woodville for visitors to the museum on the day at a special return fare of \$5 and a special late afternoon express return run will be made from the NRM to Adelaide and back.

The Redhens have recently undergone an extensive renovation by NRM volunteers in anticipation of this event

and have received great praise for the high-level of restoration work.

Other special attractions at the Museum on both days include:

- Peronne in steam providing rides over the NRM's 3'6" tracks
- Steam and diesel rides on the 18" gauge operation
- Displays by SteamRanger, Pichi Richi, Tramway Museum St Kilda, Port Historical Society and others
- Limited Edition First Day Cover fully franked and signed by the artist.
- Opening of the 'Overland Display'
- Food Stalls, Roving Entertainment, Live Music

More details can be had by contacting the National Railway Museum on **08 8341 1690** between 9am-5pm Mondays to Fridays or visit the web site at [www.natrailmuseum.org.au](http://www.natrailmuseum.org.au)

## Members Advertisement Section

### FROM BACKYARD TO BENNETT BROOK

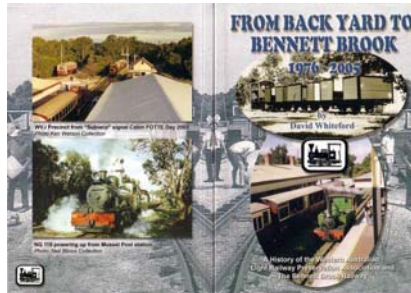
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*Note from the Editor.* This is an excellent little book on this railway.

## IMPORTANT DATES

**8-10<sup>th</sup> September 2006 – ATHRA Meeting at the Workshops Rail Museum, Ipswich, Queensland (pre-conference tour 7<sup>th</sup> September)**

# STEAMING THROUGH NEW ZEALAND'S SPECTACULAR SOUTH ISLAND

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*For a view of the colour advertisement in PDF format, please visit the ATHRA website at [www.athra.asn.au](http://www.athra.asn.au)*



*Dunedin Railway Station*



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tour or to receive a full colour brochure (also attached to this newsletter) call Tick-it Pacific Tours on PH: 1300 139 715. Seats are limited so CALL NOW!