

**ASSOCIATION OF  
TOURIST AND HERITAGE RAIL  
AUSTRALIA**



ABN 19755744868

**MEETING MINUTES 12-13 MARCH 2005**

Board meeting held at Belgrave Police Station, Belgrave, Victoria  
Meeting commenced 0920AM 12 March 2005

**Present;** P Rollason (Chairman & Qld), G Breydon (Vic), M Roberts (Treasurer & ACT), B Homann (Secretary & SA), T Coen (Vice Chairman, Tas), P Silva (Vic), B Blain (ACT) J Glastonbury (NSW), L Watson (WA); P Ford (Qld), B Busch (SA)  
Observers B Norris (Willis Insurance), P Berriman (NSW), P Dillicar (FRONZ), W Doubleday (COTMA), C LeMarshall ARA)

**Apologies** nil

**Minutes of previous meeting** 9 October 2004.

Moved M Roberts, Sec T Coen that minutes represent a true record of the meeting.  
Motion carried. There was no business arising.

**Agenda item 6 Correspondence**

Moved B Homann, Sec P Ford. That correspondence in and out as tabled be accepted.  
Motion carried

**Agenda item 5 Chairman's report.**

Tabled and briefly outlined by Chairman. Noted positive responses from other rail bodies to allow ATHRA to gain representation  
Moved P Rollason, Sec M Roberts that Chairman's report be accepted. Motion carried.

**Agenda item 7 Treasurers report**

Tabled and discussed.

Mover M Roberts, Seconded P Silva that a full membership fee be set at \$50.00 per annum per rail group represented by the Full member, and Associate Membership fee be set at \$100.00 per annum.  
Motion carried

Moved M Roberts, seconded B Blain that the interim budget as per the Treasurers report be adopted.  
Motion carried.

**Agenda item 8 State reports.**

The State delegates briefly spoke to submitted reports.

It was suggested that ATHRA accumulate data on the tourist and heritage rail sector to aid in sector case presentations. P Silva agreed to distribute a proforma document prepared by John Frost for Victoria.

**Agenda item 9 Constitution**

Moved T Coen, seconded P Silva that the Constitution version 4D be accepted, with an alteration to clause 5.7.1.1 to add the word "key" and remove "at least 80%". Motion carried.

T Coen to prepare a final copy ready for submission to the SA Office of Business and Consumer Affairs.

A vote of thanks was extended to Tony for the work he put into preparing the constitution.

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Moved B Homann, seconded M Roberts that the Executive be empowered to make any technical changes that may be required during the application process. Motion carried.

Moved G Breydon, seconded M Roberts that the Secretary take all necessary steps to incorporate ATHRA in South Australia. Motion carried.

Moved P Silva seconded L Watson that the Public Officer be B Homann. Motion carried.

**Banking**

Moved M Roberts, seconded P Ford that ATHRA open an account with an appropriate banking institution. Motion carried.

A subsequent motion on 13 March 2005 moved by G Breydon, seconded B Blain, that ATHRA utilise J B Weir Cash Management Fund for its banking requirements. Motion carried.

Moved G Breydon, seconded P Ford that the following be signatories to that account.

Paul Rollason (Chairman)

Anthony Coen (Vice-Chairman)

Matthew Roberts (Treasurer)

Bryan Homann (Secretary)

Bruce Blain (Board member)

Motion carried.

**Agenda item 10 Insurance**

A report by M Roberts was tabled, and briefly expanded upon by Matthew, and Barrie Norris.

Approximately 25 out of 70 tourist and heritage rail groups have committed to the Willis scheme. It is possible that off shore rail groups could also be added to the pool.

It was noted that the major volume of claims is in the “slips, trips and falls” category, with average payouts at around \$12,000. Willis is working toward allocating premiums on a risk-based formula in the future. An offer by CHRTSA to facilitate developing an ATHRA owned risk assessment model was not taken up.

**Agenda item 11 Technical Reports**

Rail Safety and Rail Reform report tabled (G Breydon)

Graeme expanded on the submitted report, with a number of recommendations.

Moved P Silva, seconded M Roberts that “ATHRA is extremely concerned with the proposed national rail safety worker data base, and express concerns at the lack of consultation with the heritage sector, and the lack of a business case”. Motion carried.

Moved G Breydon, seconded P Ford. That “ATHRA needs a briefing paper (based on Graeme Breydon’s old heritage rail overview document) on the heritage and tourist rail sector to be able to be sent to industry consultants. The paper to list all sector groups and provide typical samples”. Motion carried. W Doubleday undertook to review Graeme’s previous work.

Code Management Company (CMC) – codes of practice.

G Breydon moved, seconded P Ford. That “ATHRA set up expert reference groups on the various technical issues emanating from ATHRA representation.” These groups are believed essential, as there is rarely time to seek comment from everyone in the sector. Motion carried.

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Bruce Shalders (NZ) was welcomed to the meeting as an observer at 1330hours. Bruce is in Australia on a FRONZ supported study tour.

**Rolling stock COP**

Peter Ford gave a brief presentation on the “in revision” rolling stock COP and how it may affect the sector. CMC sponsored road show presentations are about to commence in each state.

Meeting adjourned for lunch 1330 to 1400 hours.

**Agenda item 12 Federation of Rail Organisations New Zealand**

Paul Dillicar gave a presentation on the 30-year development of FRONZ. It was illuminating to see the fields that FRONZ has found it necessary to be involved. His presentation was received with acclamation.

**Agenda item 13 Strategic Planning.**

Chris LeMarshall conducted a 2hour session aimed at gaining information to allow him to prepare a Strategic Plan for ATHRA. The first draft was expected in about 4 weeks.

The proceedings closed for the day at 1700 hours, to be re-convened the following day.

Meeting re-convened 0930 13March2005 at the Belgrave Police Station.

**ARA business.**

C LeMarshall gave a brief presentation from the recent ARA minutes.

Chris left the meeting at the conclusion of this presentation. Barrie Norris was not present for this day.

**Agenda item 13.1 Membership approvals.**

Moved P Ford, seconded T Coen, that the Full Membership applications be approved for the following.

- Association of Tourist railways (Victoria)
  - Association of Tourist railways Queensland
  - Australian Railway Historical Society ACT
  - Tasmanian Association of Tourist Railways
  - Association of Rail Preservation Groups (WA)
  - Council of Historic railways and Tramways of South Australia
  - Rail Heritage Australia (NSW)
- Motion carried.

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Moved M Roberts, seconded L Watson that the following applications for Associate Membership be approved.

Emerald Tourist Railway Board (trading as Puffing Billy)  
Pemberton tramway  
Rail Transport Museum NSW  
Motion carried

Moved G Breydon seconded T Coen that Affiliate membership be approved for the following.  
Federation of Rail Organisations New Zealand (FRONZ).  
Council of Tramway Museums Australia (COTMA).  
Motion carried.

Moved B Homann seconded B Blain that no subscription fee be levied on FRONZ or COTMA.  
Motion carried.

Moved G Breydon, seconded P Ford. That ATHRA apply for affiliate membership of FRONZ.  
Motion carried.

**Agenda item 13.2 Tourism Australia.**

TA is preparing a paper detailing involvement with the ATHRA. Paper yet to be received.. Verbal discussions indicate that TA will prefer to work with a single sector entity rather than individual state organisations or rail groups.

**Agenda item 13.3 Group marketing**

A package highlighting group-marketing services on offer (for a fee) was tabled.

**Agenda item 13.4 Patron.**

Moved P Ford seconded G Breydon that “the Chairman approach Mr Tim Fischer with a view to him accepting this position.

**Agenda item 13.5 Code of Ethics.**

A “code of ethics” document prepared by COTMA was tabled for consideration. Warren Doubleday gave a background brief on the document. ARMS in the USA have a similar code. Warren requested any feed back on the COTMA document.

It was resolved to allow the COTMA document to be refined before re-visiting this proposal.

**Agenda item 13.6 Newsletter.**

Discussion ensued on the need to get ATHRA work and issues out into the “grass roots” field of rail group notice boards and magazines. It was generally agreed that a newsletter would be desirable. It was suggested by P Silva, that a system of “alerts” be set up for electronic transmissions, so that important issues (such as safety) do not get lost in the blizzards of electronic document promulgation.

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**Agenda item 13.7 Rail worker training.**

It was suggested that there are issues for a training subcommittee, in the determination of relevant available accredited training, and areas where it may be necessary/desirable for ATHRA to play a part in module preparation.

**Agenda item 13.8.1**

To activate the various ATHRA technical subcommittees, initial convenors have been nominated as per this listing.

Safety and Rail Reform. G Breydon

Training P Ford

Promotion P Silva (initially addressing “hot” topics).

Communication – Newsletter P Rollason

- Internal processes M Roberts

Insurance M Roberts

Initial convenors to consider a “job description”, what the subcommittee needs to do, and suggest possible people to be involved in topic specific reference groups.

ATHRA members are to consider sourcing skills for the various subcommittees.

**Agenda item 13.11**

The previously mentioned motion (see Treasurers report) regarding the setting up of banking and account signatories was presented.

The meeting returned to the business of Graeme Breydon’s report on Rail Reform **Agenda item 11. National Guideline for Safe Management of Change in the Rail Industry**

Moved G Breydon seconded T Coen that “ATHRA submit a brief late submission objecting to the unreasonable consultative process and apparent attempt to short circuit the long term NTC) solution. Motion carried

**Waterfall Accident Recommendations**

Here are direct issues resulting from the report, which will impact NSW T&H rail groups.

There is concern from the regulators on how to get the relevance of the recommendations through to the small T&H rail groups who do not believe it affects them.

G Breydon recommended ATHRA issue an “alert” relating to the Waterfall report.

Moved G Breydon seconded P Ford that Graeme’s report be accepted. Motion carried.

The meeting concluded at 1230 hours with a motion by B Blain seconded L Watson that the Puffing Billy Preservation Society be thanked for their hospitality over the weekend, and that Graeme Breydon like wise be thanked for organising the event. Carried with acclamation.

Meeting closed at 1238hrs

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It is proposed to hold the next meeting in NSW in October 2005. Final details yet to be determined.  
The March 2006 meeting was proposed for either WA or TAS.  
The Oct 2006 meeting is proposed for Qld.

CONFIRMED ON / /

SIGNED BY CHAIRMAN

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**CHAIRMAN'S REPORT  
12-13<sup>th</sup> March 2005**

Since the last meeting in Canberra on the 8<sup>th</sup> October, there has been a lot of work happening behind the scenes in ATHRA. Below is my report for the period but this only scrapes the surface of the work actually achieved and a more detailed report will be delivered by the relevant representative during the meeting.

My belief is that everyone is pulling together as we all realise that our only chance of success and survival is to unite and head in the same direction. I am pleased to say that the support for ATHRA is growing and the recognition of ATHRA and its members is being realised externally. All members seem to be contributing positively for the betterment of the tourist & heritage rail sector.

**CONSTITUTION**

Tony Coen has put in a huge effort to alter the constitution after the suggested amendments from the last meeting. There have been some other minor word changes to make everything sound right but overall the document remains unchanged from the last meeting.

The document is now in a state that we can all vote and accept it so ATHRA can incorporate. All members have had ample opportunity to have an input and the feeling is that most are happy with its current format.

My sincere appreciation is extended to Tony for all the work he has put into this document as it is a very mundane and tedious process. I certainly hope that we can now put this constitution to bed and move on with far more important issues that affect every group in Australia.

**AUSTRALASIAN RAIL ASSOCIATION (ARA)**

Since the last meeting, ATHRA thanks to the generosity of the ATRV have joined the ARA as members. The association with the ARA will be very beneficial to the aims of ATHRA and more importantly we can be directly involved with the changes occurring in the rail industry. Working with the ARA and the wider rail industry is a must to ensure our future.

Chris LeMarshall, ARA's Heritage Liaison Officer, is also providing invaluable assistance to ATHRA via meeting with various people and flying the flag for our industry. I am confident that ARA's commitment to heritage sector via Chris is evidence enough that the needs of our sector are important to the wider industry and we should embrace this opportunity to stand up and be counted.

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**COMMITTEES and REPRESENTATIVES**

Over the last couple of months I have given some considerable thought to what ATHRA should look at in the form of various committees to fulfil the aims of ATHRA.

The Executive recommends to the Board that Graeme Breydon be officially appointed as chair of the safety and rail reform committee. Graeme has done a huge amount of work in the past and is certainly up to speed with most issues affecting the industry so it is only logical that a person of Graeme's calibre be appointed to this position. Graeme currently sits on the ARA's Code of Practice working group. Graeme will need the support of all members by having a point of contact in each State along with other key people that will be identified.

Brian Busch represents ATHRA on the ME79 committee

Mathew Roberts also represents ATHRA on the ARA's Insurance working group to see what can be done to insure the best deal for all the rail industry.

Tony Coen attended the first Rail Safety Consultative Forum and it is intended that the representative to this meeting will be from the State the meeting is being held in.

I personally represent ATHRA on the ARA's Rail Skills and Careers Council however John Glastonbury also sits on this Council in another role which is beneficial.

Another area that needs some urgent consideration is the development of a common training curriculum/program for each railway so that some consistence is maintained across Australia.

As I see it at this stage we need two committees:-

1. Safety & Rail Reform Committee
2. Tourism & PR Committee
3. Training Work Group

**TOURISM**

Contact has been made with Tourism Australia and a reply and various conversations have emerged. This was an idea seeded by John Glastonbury and the RHA and ATHRA followed this up and this initiative is starting to bear fruits as we begin to nurture this avenue.

I have spoken to Mr Andrew McEvoy, Director, Australasia Marketing, and he is very keen to pursue this opportunity. A draft proposal should be available by the meeting. What ATHRA has to do is to show what our plans are, what our role is and show what we can provide to better sell Australia via the tourist and heritage rail sector. Tourism Australia will then influence the market and use the niche markets available to them.

I strongly recommend that we follow up on this matter with some urgency.

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**PROMOTIONS**

I have also had contact with a marketing company that advertises to various tourism operators. More work needs to be done in this area.

**STRATEGIC PLAN**

With all this in mind it is now imperative that ATHRA refocus on our aims and needs and formulate a strategic plan which will help direct the efforts of the Association and identify what we still need to achieve. This will involve identifying key people, form various committees/working groups and ensure involvement from all groups across Australia to accomplish the objectives of our organisation.

The plan needs to be outcome driven otherwise all our efforts will be disjointed, uncoordinated and achieve very little. The session will be led by Chris LeMarshall using his skills in this area.

**CLOSING**

I encourage all members to take an active part in ATHRA and encourage everyone to take an active part in ATHRA for the betterment of all tourist railways. Remember, **“United we stand and together we succeed.”**

I have enjoyed the journey so far, and I hope that we can all continue **“Bringing tourists, enthusiasts and rail heritage together.”**

Report by

Paul Rollason  
ATHRA Chairman

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**TREASURERS REPORT MARCH 2005 – for 12/3/05**

**Membership fees:**

With the assistance of Graeme Breydon and Paul Rollason, the Treasurer's suggestion for membership fees is based on initially low outputs which require low inputs. It would be envisaged that over a relatively short period a small fund would be held in reserve to cover limited travel in the first 2 years. For Director and Officers insurance and Professional Indemnity an amount of \$2500 is allowed, although this needs further exploration with Willis for firm pricing.

**Year 1**

Based on 7 full members, it would be fair to say that each of these bodies would contribute ~\$50 for each of their members of any class.

Estimate income (based on GB's good work) is 92 underlying groups = \$4600

Associate membership is suggested at \$100.

**Year 2 to 5**

Due the relatively low income of the 7 full members, it is recommended that the \$4600 income be increased in increments of \$10 per year per underlying member through to year 6 of ATHRA.

Year 2 based on 92 underlying groups = \$5520

Year 3 = \$6440

Year 4 = \$7360

Year 5 = \$8280

And if rounded off to year 6 = \$9200

Associate membership would remain at \$100 and reviewed yearly from Year 4 onwards, this income would not be budgeted for as it is unknown how many would take up this option.

The gradual increase will allow the full members to budget, notify their own members and make changes over time, which will also involve ATHRA taking responsibility for meeting attendance costs and other sundries over the same period.

Report by  
Mathew Roberts

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**INSURANCE REPORT – MARCH 2005**

June 2003 saw the first group to negotiate a decrease in premium costs through broking firm Willis Australia in conjunction with several commercial operators. It was then it became clear that if a single non-profit group could obtain a discount of 20% all groups making some simple changes could receive benefits.

June 2004 was the scene for a meeting in Adelaide in which insurance was an issue, Plantzos insurance brokers were there and advised if we sent them all the information for all groups in Australia they would come back with a pricing structure. Considering they also advised they had most rail preservation groups as clients already and therefore would have had access to all necessary information it was fairly clear this might be a dead end in my opinion.

ATHRA appointed Willis Australia as its preferred insurance broker.

The ACT representative offered to assist any group that needed help and since June 2004 there are more than 25 groups in the 'scheme', every group who has changed their insurance broker to Willis Australia has received a minimum reduction of 20% with some as high as 40% on ALL policies, not just public liability. Even groups who receive Government subsidies for insurance have been offered a discount off the subsidized premium amount they pay.

Around 8 groups have committed to sign up at the expiry of their existing policies and another 10 have been sent quotes but have yet to decide.

The public liability 'scheme' as such is thus far very simple, everyone uses the same underwriter and same common policy expiry date which gives the insurance company economies in administration and thus reduced pricing. Liberty Underwriting International is the insurer and there have been insurance companies asking for some of the business, which is certainly a turn of events from previous years.

Groups have been offered two levels of excess on the single policy, \$1,000 for trip and fall type claims and \$10,000 for rail related accidents. A very limited number of groups have taken a \$50,000 excess.

With the groups that have signed up, it is hoped that fairly quickly we can form a simple rating system so that at least groups are paying proportional amounts for public liability and get a better record of claims histories. Most groups have excellent claims histories, but struggle to produce any records.

Over the coming months there will be several things happening;

- Setting up of a 'Rail Premium Calculator'.  
This will show + and – against a set criteria which will allow groups to get an estimate of how they rate as used by the insurance industry for rail. This has been worked on by Willis and presently exists in draft form.
- Follow up with groups to provide assistance and quotes for all their policies.
- Liberty will conduct risk assessments on a small cross section of groups. This combined with a simple audit could reap further premium reductions as their understanding of tourist and heritage rail operation increases.

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- As part of this, there is potential for the ARHS ACT and ATHRA to work towards a 2<sup>nd</sup> party audit program to assist groups recognize risk for their specific operation through using a documented management system. (nothing like being able to show the insurer you know and have documented where the risk is and how you control it for a discounted premium)
- Advertising program to capture as many groups as possible.
- Investigate possibilities for writing policies in Europe and North America to increase the premium pool.

There have been many successes most notably in Queensland where some operations have recommenced operation after being closed for 2 years; there have been several significant advances for several groups in NSW, including a new start up operation in which the only other quote they could obtain was \$34,000 more expensive.

**Self Insurance**

There will also be time spent looking at Alternative Risk Transfer (ATR), which will involve the setting up of our own insurance company. Due to the complex nature of this it is envisaged it will take some time and need two or three of the larger groups, including a heavy involvement from Willis Australia, to put up funding to make it happen and therefore most groups will not be part of the set up strategy. The complex nature doesn't have anything to with the fact it is rail, but the mechanics and administration.

I have been in initial talks with Willis Australia and approached verbally 3 larger groups to consider becoming involved in the finance and management side. I believe we have the people and skills available now to set up an arrangement and leave dormant until the insurance market starts to harden. After all, we presently have some steam railways getting public liability cover less than \$6K which is cheap by any standard and self insurance won't make it any cheaper.

Please refer to the attachments on ATR for some basic information. I do not consider it needs rushing as Liberty has committed to assisting heritage and tourist railways and tramways in the long term, however as we would all realize it could only be a change of management which could flip this over, so it will be progressed over say a 1 or 2 year period and be set up as a plan B incase of any thing unforeseen.

**ARA – Insurance Committee**

I have been invited to be involved in the ARA insurance committee, I believe it has only met once and the next meeting is scheduled for about March or April. Nothing to report, however I believe the large commercial operators are looking at self insuring but I will progress tourist and heritage rail in our right as I believe presently we have the right people involved with the correct skills and have had a large number of successes.

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On a final note, there has been a combined saving of around \$320,000 for the groups that have come on board. Due to privacy I have been general in my comments overall.

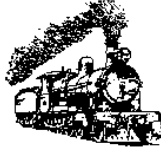
Matt Roberts  
Treasurer

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**STEAMRANGER HERITAGE RAILWAYS**

**B.P.Busch Operations Manager**

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**REPORT TO ATHRA MARCH 2005**

**RULE BOOK ALIGNMENT PROJECT**

For a period of time during the 1990's work was undertaken to develop a common Rule Book for Australia involving a number of main line track owners but unfortunately not a lot of representation from metro organisations resulting in a book designed for main line and branch line operations outside of metropolitan areas. The name of the document changed from National Code of Practice to NCoP for the defined interstate network to overcome complaints from the Pilbarra area who claimed they were not part of the main line network.

The work was supported by all Transport Ministers and eventually the Rule Book was given acceptance. At about the same time NSW was under pressure to make changes to their Rule Book due to issues over deaths of a number of track workers in NSW and then the Glenbrook incident. Despite the agreement of all Transport Ministers to use the new rule book NSW went ahead and developed their own book based on the NCoP but with a number of significant changes. In 2001 the NCoP was introduced by ARTC to their network in May 2001, which at that time included the railway to Alice Springs. ASR also adopted the Rule Book to their network in SA and Queensland has made changes to their Rules to align them with the NCoP.

ARTC made moves to extend the NCoP throughout Victoria and this had the initial support of the DOI. Issues over "who pays" saw the project flounder with ARTC then introducing the NCoP from Wolseley to Dimboola loop the first interface point on the interstate network. In 2004 the ARA held a meeting in Canberra to launch a Rule Book alignment project with discussions taking place involving a number of main line track owners. It was generally agreed that the National Code of Practice (NCoP) and the RIC Rules (NSW) were both due for review having been in operation for about 3 years. It was agreed that the layout of the RIC Rules was the most acceptable and some ground rules were laid down for the conduct of this project.

Since the introduction of the National Code into ARTC in 2001 numerous attempts had been made by ARTC to expand the Code coverage throughout Victoria or failing that over the ARTC network. In late 2001 the Code was extended from Wolseley to Dimboola Loop the first interface point with Freight Australia. All attempts to further extend the code were fraught with refusals based on interface issue however in November 2001 the NCoP was extended to Dimboola Loop. Further attempts continued by ARTC to extend the book on its network in Victoria with little advance.

Then in 2003 the Victorian Rail Regulator announced a proposal to update the 1994 Book of Rules in Victoria and to introduce a rule book based on the RIC model. Victorian Track Managers were to have had involvement

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but this did not occur. It was also agreed that the Rules would be developed in two stages. Stage one to be Track Work Rules and Stage Two

the operational safe working rules. Eventually a draft set of rules and procedures for track work were produced and comments sought.

For a number of reasons, not least being yet another rule book instead of a standardised book representations were made to the Victorian Regulator advising that the project appeared not applying what the track managers were looking for. The resultant outcome was an agreement to set up a Rule Book Alignment team involving the three main line track managers in Victoria and the ARA to attempt to arrive at an aligned rule book and procedures based on the RIC rules but having reference to the NCoP and work already done in Victoria.

The new team first met in September 2004, initially on a three days per week basis but by the end of January 2005 this had increased from three to four and even five days per working week. Representation on the team includes a representative from each Pacific National (former FA region), ARTC, Connex and ARA with Rail Corp NSW also an attendee for specialist advice on the NSW Rules and Procedures.

Consensus has not been easy however persistence has prevailed and by the middle of February all but one of the Rules and Procedures had been completed in draft format. The process also involved risk assessments and mapping of the old Rules against the new and vice versa.

A decision was also made to conduct a rules validation using an independent panel challenging the alignment team. This process has been programmed for Monday 7 and Tuesday 8 March with an invitation being sent to all Stake Holders inviting them to attend as observers.

At this point in time the Rules and Procedures developed relate to track force working with the "operation" section forming part 2 of the project. Implementation of part one of the Rules is now being developed and it hoped that these Rules and Procedures will be introduced into Victoria by the end of this year. These changes will also be applied to those organisations using the NCoP and RIC Rules on date(s) to be determined.

These Rules introduce various forms of on track safe working for track work ranging from Local Possession Authority down to Walking in the Danger Zone. Briefly the forms of safe working for track work will be -:

**Local Possession Authority (LPA):** Currently known as local possession in NCoP and possession in Victoria. A defined portion of line is closed for all rail traffic and management is handed over to a site supervisor to be known as a Local Possession Officer who becomes the "train controller" for the duration of the work. Only track machines and trains associated with the work are permitted into the work area during the currency of the LPA.

Seven days prior advice is required for the introduction of an LPA except in cases of emergency where the advance notice is able to be issued by the Train Transit Manager (ARTC).

**Track Occupancy Authority (TOA):** Currently known as TOA in NCoP and RIC Rules and Track Warrant in Victoria. Trains are not permitted to enter the section and the track may be broken or obstructed during the currency of the TOA. The track must be restored for rail traffic at times indicated by the train controller. In NSW they also permit a work train into a section under TOA however this is against the requirements of AS4292 and not in line with the National Code. Also used for the passage of heavier track machines and in the

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case of the RIC rules for track inspectors vehicles. The track managers will have a procedure advising what their requirements are.

Track Work Authority (TWA): The track may be broken or obstructed and must be protected at the location. Trains are permitted to enter the section and may be permitted through the work site as authorised by the possession officer. Flagmen are positioned either side of the work site to protect workers from the train. In ARTC signs are used in lieu of flagmen and trains are advised of the TWA in writing prior to entry into the section. This is similar to the current work under own protection in Victoria except that the authority is issued by train control and details of train services are written down.

Controlled Signal Blocking (CSB) Used to hold absolute signals at stop to enable work to be undertaken such as cleaning of tracks through platforms or the passage of livestock over a rail line.

No Authority Required (NAR): Light work with non powered hand tools only. Look outs must be provided to warn workers of the approach of a train. Train Control has to advise details of all approaching rail services. Currently known as TRI work in ARTC. I have a concern that the term NAR infers a need not to communicate with the train controller which is not the case.

Walking in the Danger Zone (WDZ): Allows a train crew or track workers to set up protection around a disabled train or proposed work site.

It is planned for the new rules and procedures to form the first part of a new National Rules and Procedures under the “ownership” of the ARA with each track manager having “ownership” for the purposes of accreditation. The introduction of the new rules in Victoria will also coincide with the introduction of competency based training and assessment. This form of training already exists for the NCoP and RIC Rules.

The new draft Rules and Procedures for ACOP will be validated on 7 and 8 March using a panel of “experts” with the Alignment Team being questioned. This will be undertaken in an open forum with stake holders from Victoria being invited to observe the process. I understand that ATR Victoria has been invited to attend representing all of the heritage groups in that State.

What are the effects on track owners out side of the NCoP, RIC Rules and 1994 Rule Book areas?

An indication has been received that most main line track owners support the development of the new Code and will accept it “down the track” for their own organisations. Once ARTC introduces it into their area all of the lines from the NSW Queensland Border to Kalgoorlie with under these Rules (subject to acceptance on the Darwin line) leaving only Queensland and the remainder of WA including the Pilbarra to change over.

Document Structure: The current 1994 Rule Book in Victoria predates both AS4292 and a change from an integrated railway to privatisation and “owners” and “operators”. The upper level of the Rules, known as Network Policies under which will sit National Rules and Procedures then Track Owner Procedures and lastly Track Owner local instructions.

The Policies consist of issues such as Drug and Alcohol control, Fatigue, Health Standards, communication details, type of safe working and other general issues as can be found in Part of the National Code or RIC Policies as found in the RIC Rules.

As the Rules and Procedures have been written to reflect the needs across Australia each network owner will have a number of specific procedures unique to each railway. For example the RIC Rules details of testing and

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isolating level crossings which is unique to NSW and their type of crossing equipment – this procedure will become specific to NSW. ARTC has an addendum for its former network which details the procedure for testing of level crossings and this continues to apply outside of NSW and will remain in its Addendum. Each track owner will need to conduct a gap analysis to see what procedures are specific to their network and as such develop their own procedures.

The Victorian Rule Book also contains a number of operational procedures for various locations within section 34 of that book. These procedures relate to individual locations and within the SA section of ARTC this is known as the ARTC Appendix. Track owners in Victoria are currently reviewing section 34 of the 1994 Rules and introducing formal interface agreements where necessary and ensuring that instructions for all other locations are updated.

Introduction of the new rules: Work on developing an implementation strategy for the Victorian Track Owners has just commenced and involves discussion with all operators and contractors who use the networks to agree on a training strategy and implementation date. At that date the new rules and procedures along with the track owner specific documentation will replace those parts of the 1994 Rule Book.

Implementation of the new Rules into SA and NSW will also need to be considered taking into account preparation of an application for change to the various Rail Safety Regulators and reaching an agreed date to make the change.

Within Victoria work will continue on part 2 of the changes as soon as is practical taking into account both NCoP and RIC Rules. This will probably bring about significant change.

**STANDARDS AUSTRALIA – ME 79 COMMITTEE (AS 4292)**

Two working groups were established to consider AS 4292 Parts 1 to 6 including a review for the need for separate Parts and to review AS5022 which at this point in time is an advisory Standard.

A number of changes have been proposed to Part 1 including the addition of security and a greater recognition of fatigue. The changing nature of the Industry into above and below rail organisations with some still covering both has also been reflected in the document. It was considered that Part 6 Interstate Operations was in fact a section on Interface requirements the bulk of which belonged to Part 1 of the Standard and hence this section will be deleted with the wording now forming part of Part 1. Following a survey of a number of users of AS 4292 the view was expressed that Parts 2 to 5 should remain as separate documents given the transformation within the Rail Industry as a whole. Heritage groups have identified with a comment to the effect that the application of AS 4292 having to reflect the nature and role of each of the groups. Any group working over main line operations will continue to be required to meet all facets of AS 4292.

The AS5022 group recognised the importance of this Standard and the fact this it needs to be a mandatory rather than an advisory standard. A number of changes have been included into the document and a recommendation made to the main committee that it form a part of AS 4292.

The main committee met in February to consider the changes and have made several recommendations for further amendment. These amendments are now being drafted following which it is proposed to put the draft out for public comment. I would presume that ATHRA as the recognised Heritage umbrella group will be included in the distribution list or at least receive a copy through ARA.

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Following receipt of comments the working parties will again meet and prepare a final draft for acceptance by the main group. It is to be noted that work being carried out on the Rule Book alignment has identified the need for changes to the tables and definitions included in Part 5 of the standard. These will be considered at the time of the working party review as some of the changes are still to be identified. There is a need to change some of the current definitions and track work authority types need to be varied.

Unfortunately, due to critical work being under taken on the Rule Book Alignment project at the time of the ME 79 meeting I was an apology for that meeting however I was part of the AS 4292 working group.

Given the recognition of ARTRA I would recommend that any comment on the draft should be handled as a joint response by ATHRA to ME79. In making this recommendation I am conscious of the fact that some groups may wish to make recommendations for change different from others and that probably there will not be an opportunity for ATHRA to meet and discuss these recommendations before they go forward to Standards Australia.

Brian Busch

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**TO:** ATHRA Delegates meeting 12/13 March 2005  
**DATE:** 20th February 2005  
**SUBJECT:** Rail Safety Liaison Activities (Sept 2004 – Feb 2005) and Issues requiring decision/action

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**INTRODUCTION:** In the next 12 to 18 months our sector will see more change to rail safety accreditation legislation, regulation, standards and codes of practice than in the last ten years. If we do not participate actively aggressively and rapidly in development of these changes there is a real danger our sector may go the way of the US where regulatory and other change has seen the number of operable steam locomotives shrink from over 300 some three years ago to 161 currently. Real barriers to volunteer tram and rail involvement could result which will dwarf the recent Medical Standards changes.

I apologize for the length of this paper but ask that significant time and attention be devoted to it in your preparations for the meeting and in the actual agenda/schedule.

**1. Australasian Railway Association Initiatives**

**1.1 Rail Skills & Careers Council (RSCC)**

*BACKGROUND:* Paul Rollason represents ATHRA on this body and will report separately on most RSCC initiatives. Two with Rail Safety implications are dealt with below.

***1.1.1 National Rail Safety Worker's Database and Operating Permit***

*BACKGROUND:* A RSCC working group has proposed development of a National Rail Safety Worker's Database and Operating Permit, initially for train drivers & track infrastructure workers. It proposes, among other things, that the database will record which RTO has issued a worker competency, that operators have real-time database access to monitor "moonlighting" and implies that it will also meets needs of State regulatory requirements.

*ISSUE:* This is clearly not in the interests of our sector where most training is not accredited and will encourage regulators to move towards a prescriptive licensing regime nationally that is similar to or worse than the current NSW regulations.

*RECOMMENDATION:* That ATHRA strongly oppose the proposed development.

***1.1.2 Rail Safety Specialist Capabilities***

*BACKGROUND:* Refer Paul's notes of RSCC meeting held 28<sup>th</sup> January. In brief ITSRR and its consultant were advocating, in response to Waterfall, standards for Rail Safety Specialists without considering the tourist & heritage sector.

*ISSUE:* Consultants (whether working for NTC or NRSRP) frequently overlook our sector in their work. I've addressed it in several cases via an "overview of the sector" paper I drafted which went through a couple of editions as each contributor made corrections and tried to add their own favorite rail organisation to the examples. As a result it became a little unbalanced & bloated.

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*RECOMMENDATION: That my paper (attached) be updated and then sent to NTC and NRSRP with a letter asking that it be issued to all consultants as part of their work brief.*

**1.2 Code Management Company Board (CMC Board).**

*BACKGROUND:* I was invited as T&H sector observer to the Board effective February 2005. ARA kindly covers my expenses (but not time) for this. The Board not only manages the code but is ARA's operational board on matters pertaining to rail safety regulation and develops strategy & tactics for interacting with the Regulators, NTC, etc.

*ISSUE:* All ARA requests and proposals for sector representation on working groups (for the Code, for NTC projects, for NRSCF, etc) flow through this channel so I'm faced with frequent requests to provide statements of sector positions or nominations for participation. Where possible I've directed these via the ATHRA Committee or officers but this is cumbersome as they are not all directly involved in accreditation issues (operational or engineering) on their home groups nor give balanced coverage of sub-sectors (mainline, tramway, etc). I am also faced with time and technical knowledge constraints to address all issues myself or from resources within my own railway.

I propose establishment of a reference group or pool of knowledgeable willing participants with sub-sector and geographic spread (ie not constrained to 1 per state/territory) to assist with drafting/reviewing submissions, serve on NTC & ARA working groups, etc.

*RECOMMENDATION: That ATHRA endorse establishment of a reference group and individual delegates nominate one or more suitable willing participants to provide the necessary coverage.*

**1.2.1 Rail Safety National Workshop**

*BACKGROUND:* ARA is convening this in Adelaide in April under the auspices of the Australian Railway Crossing Safety Implementation Group (ARCSIG). John Shaw (Vic Goldfields Railway & PBR) has been nominated as sector representative. The emphasis of the workshop is behavioral (education & enforcement) but will include evaluation (data) and engineering issues.

*RECOMMENDATION: None – for information only*

**1.2.2 Rollingstock Conspicuity Measures**

*BACKGROUND:* ARA propose at the workshop to announce: Industry commitment to a national uniform code of lighting for trains, the status of the initial draft for locomotives with further drafts (other rollingstock – see below) to be issued in the near future, and implementation to be phased in by a specified date (likely to be 2008) for existing rolling stock. I've alerted ARA officers of carve-out provisions for T&H in the similar new US FRA regulations and of the need to ensure similar "protection" here.

*RECOMMENDATION: None – for information only*

**1.2.3 Rollingstock Code of Practice (CoP) – high priority**



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*BACKGROUND:* This is one of the highest priority CMC projects, given Waterfall, pressure from ITSRR and the Conspicuity issue above. I, and my PBR Workshops manager, met with the project manager in November and Paul Rollason arranged for Peter Ford (Mackay Heritage Railway) to provide some input.

*ISSUE:* A risk-linked framework has been prepared, along with two proof-of-concept sections (lighting & axles). Major city workshops on the code framework are scheduled for mid-March (my e-mail of 17/2/05 refers).

*RECOMMENDATION:* That delegates ensure T&H sector representation occurs in all states and that feedback comments, queries, etc be directed to Peter Ford [fordps@ozemail.com.au](mailto:fordps@ozemail.com.au)

**1.2.4 Hi Rail CoP – high priority**

*BACKGROUND:* As a result of the Leigh Creek incident, and at the request of the SA regulator and Union, the CMC has agreed to develop a CoP for Road-rail vehicles as a matter of high priority.

*RECOMMENDATION:* None – for information only

**1.2.5 Rulebook alignment (NSW, Vic & ATRC network) – high priority**

*BACKGROUND:* CMC project has been amalgamated with the Vic DOI project and moved within DOI from Public Transport Safety to Public Transport Division (the regulator has finally realized the regulator cannot both write & monitor the code – per the greenbook). An initial draft of aligned work on track rules is about to go to consultation phase and work has just commenced on development of operating rules. Immediate impact will be on ‘mainline’ heritage groups and I’ll alert them to consultations plans when known. ATRV (Brian Sneddon) & PBR (Greg Hanslow) have identified a need in the longer term to make their own rules (which are already consistent with each other but in old “VR” style) a consistent sub-set of the modern Rules so that (accredited?) training and sharing of staff etc with “big” railways becomes simpler.

*RECOMMENDATION:* None – for information only

**1.2.6 Other CoP Sections**

*BACKGROUND:*

- For Fatigue Management & Drug & Alcohol refer NTC projects below.
- NTC have signaled that within 4-5 years the Medical Standards code will move from NTC custody to the CMC.
- A code for conduct of accident investigations is occurring (with Vic DOI:PTS involvement) concurrent with the re-write of AS5022 – this will be useful guidance for in-house investigations by T&H operators in a form acceptable to regulators.
- Civil & Electrical Infrastructure Code changes are commencing in 2005.
- A Code on Security is under consideration

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- Various structural & management revisions are underway (eg change to process for development to include regulator sign-off where needed).

*RECOMMENDATION: None – for information only*

**1.3 Insurance Working Group**

*BACKGROUND:* Matt Roberts represents ATHRA on this body. I'm not aware of any safety issues arising from this group but in the long term insurance and safety risk management will form a feedback loop.

*RECOMMENDATION: None – for information only*

**2. Rail Safety Regulators Panel (NSRP) Initiatives**

**2.1 National Rail Safety Accreditation Package (NRSAP, was NRAP)**

*BACKGROUND:* This is intended to be guidance to promote consistency in application of the current rail regulatory regime. The NRAP (April 2004 draft) was severely criticized in several T&H sector submissions and a much-improved NRSAP draft, with due recognition of our sector, was issued in August 2004. It was endorsed by ATC (The Transport Ministers) in November without resolution of other industry concerns and since then there has been (constructive) dialog between regulators and the commercial sector which is why it hasn't been published in final form. Further information is expected at NRSF on 3<sup>rd</sup> March.

*RECOMMENDATION: A verbal report & recommendation will be given.*

**2.2 National Guideline for Safe Management of Change in the Rail Industry (NGMC)**

*BACKGROUND:* This 35 page draft appeared without warning on 24<sup>th</sup> December, seeking comment by 11<sup>th</sup> February (the busiest time for our sector). It deals with the fundamental issue of what changes require a change to accreditation and what don't under the current rail regulatory regime. ARA are unhappy with the process and raising objections at high levels (SCOT Rail Group).

*ISSUE:* This is a vital issue but the substance is likely to be subsumed into the NTC Accreditation & SMS project (below) in the longer term. We don't have time to comment in detail although it is a critical issue for the sector.

*RECOMMENDATION: That ATHRA submit a brief late submission objecting to the unreasonable "consultative" process and apparent attempt to short-circuit the long term (NTC) solution.*

**2.3 National Rail Safety Consultative Forum (RSCF)**

*BACKGROUND:* NRSCF could cynically be described as the industry forum held after each regulators panel (closed) meeting where the regulators tell the industry what new bureaucratic requirements are about to be imposed. The official line is that is a means of RSRP directly receiving advice and guidance but it is always scheduled just after RSCF meetings! Tony Cohen (TATrail) attended the 18<sup>th</sup> November meeting and circulated draft minutes. As 2005 meetings will all be in Melbourne I've been invited by the RSRP Chair, on the recommendation of ARA, to join.

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*ISSUE:* The next meeting is 3<sup>rd</sup> March so it is not known what new issues may arise.

*RECOMMENDATION:* A verbal report & recommendation will be given.

**2.4 Human Factors Training**

*BACKGROUND:* The Victorian regulator on behalf of NSRP has convened a meeting with industry (not T&H) and regulators to commence a project to establish competency-based human factors training. The project aims to develop guidelines / code of practice for human factors training for safety workers. It will also produce training syllabus, manual operational processes and assessment and evaluation tools. ARA/CMC Board, I will be able to monitor progress for T&H sector implications.

*RECOMMENDATION:* None – for information only

**3. National Transport Commission (NTC) Initiatives**

**3.1 Improving the regulatory framework for rail safety in Australia**

*BACKGROUND:* The NTC proposed, in a directions document published December 2004, continuation of the co-regulatory framework but with uniform legislation and regulations nationally, supported by nationally consistent guidance materials and continuation of state-based oversight rather than one national regulator.

*ISSUE:* My e-mailed memo of 3 Jan 05 full details this project and proposed that we work with ARA to ensure that their submission covers our issues, rather than make a separate submission.

*RECOMMENDATION:* That ATHRA support the ARA submission rather than provide a detailed sector submission.

**3.2 Rail Legislative Advisory Panel (RLAP)**

*BACKGROUND:* This group (without T&H representation) is providing input to NTCs work producing drafting instructions for the (Victorian) Parliamentary Counsel to draft a model Bill to implement the “uniform legislation” recommendation above. However, via ARA/CMC Board, I am aware of the broad thrust of the debates.

*ISSUE:* The exposure draft of the Bill and associated Regulatory Impact Statement (RIS) will be released for public comment for a 6 week period at the end of April. The content of these documents will set the framework for rail safety in Australia for the next decade! It is vital that we be prepared to analyze and respond to the exposure draft and RIS during May/June

*RECOMMENDATION:* That ATHRA delegates identify suitable people to assist in review of these documents and preparation of the submission. (A lawyer would be great in addition to the reference panel members proposed above).

**3.3 Institutional Framework Project**

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*BACKGROUND:* This NTC project, which is about to commence is about developing the key organizational elements needed to make the new framework work effectively. It will address for example whether there should be a Regulator's Panel or another framework.

*RECOMMENDATION:* None – for information only

**3.4 Accreditation & Safety Management Systems Definition Project**

*BACKGROUND:* This project is about defining the nature of the SMS to be accredited, and in doing so, will clarify what levels of risk are deemed tolerable and what standards will be used for acceptance of accreditation elements. This will set the parameters for the drafting of the proposed uniform regulations. A key issue is the feasibility of establishing separate accreditation acceptance criteria for small low risk operations. The consultant interviewed be and I also referred him to Warren Doubleday (COTMA/BTM) for an understanding of further diversity within our sector. For my sins I was invited onto the NTC project working group. A final paper is due from the consultant by May 2005.

*RECOMMENDATION:* None – for information only

**3.5 Fatigue Management and Drug & Alcohol Projects**

*BACKGROUND:* My e-mails of 1<sup>st</sup> Sept 204 and 24<sup>th</sup> January 2005 reported on these projects and recommended we rely on the ARA submission rather than submit our own. In brief, NTC issued discussion papers on both topics which provided information on the current regulatory approach and proposed options for the future. The likely outcome is basic regulations supported by the ARA codes of practice which do give due recognition for our sector needs. Once NTC has considered submissions they will be publishing proposed approaches and draft Regulatory Impact Statements which will be cleared with the reference group, then published for further public comment.

*Issue:* Capacity to provide separate submissions and whether the principle of relying ARA submissions (where interests align) is OK.

*RECOMMENDATION:* That we rely on ARA submissions for "intermediate" phases in NTC projects but aim to always have one separate ATHRA submission to each project (in this case once the proposed directions are published).

**4. Accident Investigators**

**4.1 Waterfall**

*BACKGROUND:* The Final Report of the Special Commission of Enquiry into the Waterfall Accident was released on 17 January 2005. There were no surprises for anyone who has been reading the transcripts (and the interim report). Many of the regulatory issues above are attempts by the authorities to pre-empt the report. Perhaps the best example of this is the rushed development and introduction of the Medical Standards.

*ISSUE (1):* Many findings and recommendations go far beyond RailCorp or other mainline railways. T&H organisations need to recognise that rail safety auditors will be looking for evidence that they

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have considered the implications of Waterfall. The attached report on Waterfall and other rail incidents is an aid to this process. The intended audience comprises committees and other involved in management of tourist & heritage operations.

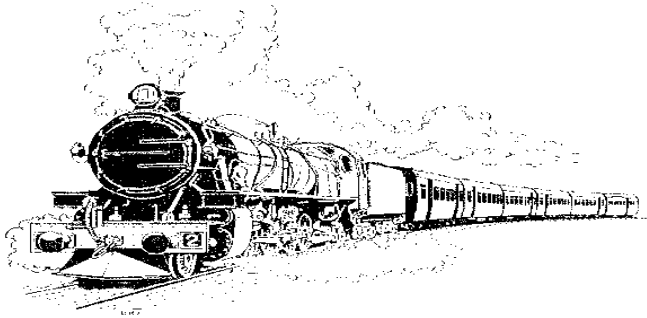
*RECOMMENDATION (2): That delegates distribute the newsletter widely among leadership of Tourist & heritage organisations within their state /territory.*

*ISSUE (2):* The next ITSRR executive briefing, on 7<sup>th</sup> March, will deal with Waterfall (see my e-mail of 16<sup>th</sup> February). The invitation also refers to further full day workshops for rail industry safety and operational managers to discuss the Report, its findings and implications in more detail. However, other regulators are yet to announce their plans for briefing and consulting with industry but may well do so at the RSCF meeting on 3<sup>rd</sup> March. I'll be advocating that regulators consider a travelling roadshow with presentations tailored especially for the sector.

*RECOMMENDATION: A verbal report & recommendation will be given.*

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**T.A.T. Rail**

**TASMANIAN ASSOCIATION  
OF TOURIST RAILWAYS INC.**

**ABN - 877 414 74130**

**TASMANIAN REPORT  
12 MARCH 2005**

It would be fair to say that, in contrast to some of the Mainland States, the major Tasmanian heritage railways enjoy harmonious relationships with the main network owner and operator, Pacific National Tasmania. It hadn't always been that way. When AN Tasrail was in control of the system, access charges to and crew arrangements on main lines were an extremely costly affair and would have, in time, forced main line passenger trains out of business. The privatisation of the network in 1997 came with conditions imposed by Government that dictated fair play for the heritage sector. The resultant transition was most welcome and ongoing consultations between all operators ensure that safety management, operations and ambiguities are managed and controlled efficiently.

As this Report is the first from Tasmania to this Association, the above back-ground is considered to be an appropriate preamble. It briefly describes the type of joint working between large organizations and heritage operators that should predominate across the nation.

**Overview**

There are two main line heritage operators in Tasmania, Derwent Valley and Don River Railways. A third accredited operator, Tasmanian Transport Museum, does not possess the financial capacity to cover public liability insurance premiums due to its limited operational status. To allow it to enter onto the main lines, its trains are operated by agreement under the control of the accreditation and insurance cover of the Derwent Valley Railway and it pays a pro rata remuneration to the latter for insurance contribution.

Like any other State, main line services attract a fair and reasonable access charge and which allows any service, large or small, to operate at affordable commercial rates. All trains are crewed by heritage operators with the exception that the official driver must be a qualified PNT employee. An agreement allows specified heritage drivers to control those trains, subject to the discretion of the employed driver. Consultative forums with PNT have identified problems with the hiring of its staff to perform driver duties because of their rostered work-load and the limited numbers of available staff. Processes are now being developed to certify selected heritage drivers to perform some of that work.

Increased Public Liability insurance premiums almost closed down the operations of the major railways on a couple of occasions. Initiatives by the State Government have assisted those railways to continue running. It put in place risk management packages to help organizations that were having difficulty with insurance premiums and passed legislation to prevent certain types of law-suits affecting businesses. None of those efforts had much affect on the railways due to their well-developed risk management processes and so a fund was set up to assist businesses having difficulty meeting the high insurance costs. Roughly two-thirds of the premiums of both major railways were subsidised by that fund.

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The acceptance of the offers from Willis Brokers through ATHRA by some of the Tasmanian operators will not only ease the financial burden of those railways but will also encourage the support of Government by its recognition of the achievements of the rail industry in this area. There was never any guarantee that Government would continue to prop up tourism industries with insurance grants forever without there being some effort by those businesses to solve the insurance crisis. Luckily, for Tasmania, tourism is a major industry and the part played by heritage railways in an otherwise public passenger train vacuum is considered very important.

The national health and medical standards have been adopted by all State groups and a selection of practitioners has attended Rail Safety Authority organized workshops on the medical guidelines. However, vagaries remain with the categorising of safety critical workers for some small operators. For instance, one 2 feet gauge railway uses a small steam locomotive that really only has room for one person in its cab. The track extends for a couple of kilometres, services run on around 27 days per year and passenger numbers are not high. The loco. has operated that way, albeit on a longer route, for almost the whole of its 80 years of existence. The guard on the train, which is usually no more than 3 vehicles in length, can stop the train in an emergency situation. Yet, the limited resources of the operator are expected to fund the expensive medical examination of the drivers because they fall into the category of Safety Critical Worker 1.

Having perused the recommendations of the Waterfall Report and bearing in mind that many of them may affect the whole industry, Tasmanian operators are concerned that promoters of revised processes and regulations will attempt to institute them as a matter of broad policy.

Whilst it is ongoing, Risk Management within the State has been very much up to expectations. The major railways developed their own profiles with the assistance of Risk Management expert, Kevin Band. Tasmania has led the way somewhat with its initiatives. Pacific National Tas. and the other main line operators regularly meet and have instigated common risk profiles and flow-charts, risk plans and analyses for the relevant types of operations and break-down contingencies. The outcomes have meant that combined operations can be managed more competently, with sensible consideration of flexibility with train priorities and a better governance of public safety. Having put such processes in place meant that some procedures, previously deemed as high risk, were altered to an extent to free up restrictive practices.

TAT Rail believes that many of the mandatory processes that currently exist, such as those afore mentioned, and those under consideration should be determined for individual operators by risk evaluation. Recommendations and developing codes of practice from regulatory bodies and other boards may be aimed at meeting the requirements necessary in major operators but many have no or reduced relevance with small and low-funded tramways. ATHRA has its part to play to ensure that there is fair play for all.

**State Member Groups**

***Derwent Valley Railway***

DVR is based at New Norfolk in the Derwent Valley and which is approximately 39 kilometres north west of Hobart. The organization maintains and operates the Pacific National Tas. owned Derwent Valley Line west from Boyer (present end of PNT operations) under a joint arrangement. The branch line from Boyer to the terminus at Florentine is 55 kms. long and DVR has re-opened 40 kms. with train services regularly running from New Norfolk to places like Plenty (connections to the

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historic Salmon Ponds) and National Park, where the famous Mt. Field National Park and Russell Falls are situated.

Combined river cruises and rail journeys from and to Hobart that include road-based tours of heritage sites and meals occur from time to time as do trips to other parts of the State's network.

Several people are employed on a full-time basis but the majority of the operations are undertaken by the membership. Work for the Dole programmes are generally responsible for the large maintenance schedules, particularly on the track.

An exciting joint venture between DVR and Forestry Tasmania, that will establish an eco-tourism experience in the rain forests and mountains at the end of the Line, is well into the planning process. It entails the rehabilitation of the final 15 kms. of track, a new branch line and visitor centre/station and a running depot mid-way along the D.V. Line. The venture is similar to other popular eco-developments already established by Forestry in the State and the railway is expected to be the catalyst in linking both the new and the already established attractions. DVR's future would appear to be bright and the expected influx of tourists should see the region grow significantly.

***Don River Railway***

Like the DVR, Don River Railway also operates on the main network. However, its core business is located at Don, which is situated at the terminus of a 3 km. long branch line that bears the same name. The Line is the remnant of the former Tas. Government Railways Melrose Line that once connected Don Jc. on the Western Line and Barrington.

The station and surrounds are set up as a museum and train services run over the Line daily during the summer season and weekends during the remainder of the year. Its claim to fame are the extensive workshops and heavy-lift facilities and they are frequently utilised by heritage operators for major remedial works on locomotives and rolling stock.

Don River Railway also has a base at Launceston where local members carry out other restoration works. The depot is located in the former railway yard which is now controlled by the City Council and the Queen Victoria Museum and Art Gallery. Excursions to several destinations frequently are scheduled from Launceston. The Railway also has a contract with the Burnie City Council to operate the latter's railcars along the north west coast on regular services between Burnie and Devonport and sometimes down the West Coast on the former Emu Bay Railway, now owned by PNT as the Melba Line.

***Mt. Lyell Abt Railway Society***

The Society has an interpretative museum and display at Queenstown. It depicts the history of the famous Abt Railway and other railways/tramways of the region. It also occupies a yard adjacent to the West Coast Wilderness Railway, with which it has a close-working alliance. Some rolling stock is in the process of restoration.

***Redwater Creek Railway***

This 2' gauge tramway occupies a site at the mural town of Sheffield and extends for about a kilometre along part of the right-of-way of the former T.G.R. Sheffield Line. Its Krauss tank loco. and unique carriages operate services once or twice a month but, each year in March, a popular long

**ASSOCIATION OF  
TOURIST AND HERITAGE RAIL  
AUSTRALIA**



ABN 19755744868

**MEETING MINUTES 12-13 MARCH 2005**

weekend festival of all forms of steam and historical machinery is held and known as Steam Fest. Eventual aim is to continue the track further east when circumstances allow.

***Tasmanian Transport Museum***

This excellent transport museum is located at Glenorchy (8 kms. north of Hobart) alongside and connected to PNT's South Line. It operates internal train rides on two Sundays per month and occasionally runs excursions on the main lines under agreement with DVR. The site is often used by other operators, including PNT, as an overnight stabling depot when it is not convenient to stop over at Hobart.

***Wee Georgie Wood Steam Railway***

The diminutive loco., from where the Railway's name is derived, has served the West Coast town of Tullah ever since it was built in the 1920s. The present track runs for a couple of kilometres and has balloon loops at each end of the Line. Operations only occur on about 30 days in the year and are managed by a small band of loyal members. Long range plans are to extend the track to the nearby lake, which flooded the original line during the 1980s.

***West Coast Wilderness Railway***

The former Mt. Lyell Railway needs no introduction as it is now well known. The Railway's re-construction was fraught with problems and mis-management. It is now operated by the Federal Hotels group and is a major attraction on the West Coast. A third rack loco. was acquired from the Menzies Creek Museum and is under restoration. It is different from the other heritage railways by the fact that it is a fully commercial operation running daily services with a work-force of around 30 staff.

Sincerely Yours,

Tony Coen,  
25 February 2005.