



ASSOCIATION OF TOURIST & HERITAGE RAIL AUSTRALIA

ABN 19 755 744 868

ATHRA News – Issue 10 October 2011

The Annual General Meeting was held on Saturday 15 October 2011 followed by a Board meeting then a General Meeting on Sunday 16th October.

ATHRA Awards

The ATHRA Awards were presented as part of the ATHRA General Meeting on Sunday 16 October. Unfortunately the message that the awards were being conducted was not spread as widely as we would have liked it to have been and we did not receive as many nominations as we would have liked. Those that were received were of a high standard.

The ATHRA Tourism Award went to Redwater Creek Steam and Heritage Group for the promotion of their SteamFest held annually at RedWater Creek in northern Tasmania.

The Freight Vehicle Restoration Award went to the Collie Group for restoration of a V van 3960. Western Australia like several other States had a lot of small wooden freight vehicles built in their State's workshops and the skills used to restore this vehicle is becoming a "lost art". It is great to see that at least some of these vehicles are being preserved. The Collie Group have also restored a number of other ex WAGR pieces of rollingstock.

Two nominations were received for the ATHRA Excellence Award – one from SteamRanger South Australia and the other from ARHS Western Australia. Both were excellent awards however the winner was Ian Carne from Boyanup Western Australia for his almost single handed attempt to rebuild the Boyanup museum.

Another personal award submitted was for the ATHRA ARA Graeme Breydon Rail Safety Award and this was presented to Warren Doubleday for his untiring work for the T&H sector especially his current work associated with the establishment of a single rail regulator for Australia with specific focus on the interests of the T&H sector. This Award was presented to Warren by Julie Bullas who is heading the project group establishing the single Regulator and was fully supported by Bryan Nye CEO of the ARA.

Congratulations to all of the winners and to those who took the time and effort to put the submissions together.

At the Board meeting on Saturday 15th of October an offer was made by Far North Consultants and B7 Rail Consultants to sponsor the steam locomotive preservation award with a prize of \$500.00. This will become effective with the awards due in 2013.

Now is the time to start thinking about your submission for an Award in 2013 as time and effort is needed to reach that goal. The Board will be giving further consideration to the

conditions applicable to the Awards etc at its next meeting in February 2012 with further information to be posted in the Newsletter and on the website following that meeting. Current ATHRA Award documentation has been redated and is on display on the website. Some updates may occur following the future meetings.



Following the presentation of Awards at the General Meeting , Lindsay Watson WA with the Excellence Award, Trevor Franklin Proxy WA with the Freight Vehicle Restoration Award, Brian Busch Chairman, Julie Bullas single Regulator's office, Chris Martin Tourism Promoting Award and Warren Doubleday with the Rail Safety Award pose on a Melbourne Cable car at the Hawthorn Tramway Museum. Is it Promoting or Promotion?

ATHRA Board

Just prior to the October meeting Peter Silva who had been one of the two Victorian delegates to the ATHRA Board advised that he had relinquished his role as Chairman of the ATR in Victoria and as such was also standing down as a Victoria representative on the Board. His position has been filled by Phillip Kamay the new ATR Victoria Chairman.

Board members extended a vote of thanks to Peter for his work with ATHRA including being Chair from September 2006 to September 2010.

At the AGM Chris Martin was re-elected to the position of Vice Chairman whilst Lindsay Watson was re-elected to the position of Treasurer.

We thank Gail Skinner from ATR Victoria for carrying out the task of Returning Officer.

The Board members are:

Queensland: Peter Ford and Peter Hyde
New South Wales – John Glastonbury and Bill Pascoe,
ACT - Matt Roberts
Victoria Phil Kamay and Warren Doubleday
Tasmania Chris Martin (also Vice Chairman) and Ben Elliot
South Australia Brian Busch (also Chairman) and Ian Seymour
Northern Territory - Trevor Horman
Western Australia Lindsay Watson (also Treasurer) and Philippa Rogers.

Sue Campbell from Victoria is Secretary although not a Board member.

The International Rail Safety Conference 2011 (IRSC2011)

The ATHRA Board meeting for October was arranged to coincide with the IRSC 2011. It was a remarkable achievement that the heritage sector had two representatives on the organizing committee (Chris Le Marshall and Warren Doubleday) that ensured strong representation of the heritage sector. Despite there being 250 delegates in attendance and a weighting list of 40, ATHRA board members were permitted to attend the first day of the 3 day conference at the Grand Hyatt free of charge. The first day focussed on interoperability of old and new technology and included memorable presentations from:-

- Bryan Nye - CEO of the Australasian Railways Association,
- The Hon Tim Fischer via Skype who set the opening context in the 4 section by identifying the differing appetite for risk and the conservative satirical view that one nation no longer allows children to blow up balloons for fear they may go pop!!
- Ian Smith the Managing Director of WATTRAIN all the way from Leeds presented on the challenges to heritage railways and
- David Morgan MBE WATTRAIN President and Fedecrail Chairman and Antonio Diaz spoke on Safety in Tourist and Heritage Railways.

As we all know, many decisions have been made in the past under the guise of safety which have compromised the activities of the heritage rail operators. Being well represented at these events is very advantageous for the movement.

Copies of these papers and others are available on the new ATHRA website along with the papers from the Third Steam and Tourist Train Congress held in Ipswich in 2009.

New ATHRA Web Site - <http://www.athra.asn.au/>

The old ATHRA Board agreed during one of the phone meetings to engage a web designer to build a new website with some final approvals of layout etc coming from the recent Board meeting. Several weeks ago all member organisations were asked to provide photographs of their member's activities. A number of groups have done so and these photos will feature on the new web site. If your organisation has not sent in photos and they would like to, please forward to either the Chairman or Vice Chairman several photos of your activities along with a brief caption as to what they are about.

Space will be available for advertising on the home page at a cost of \$500 per annum and anyone interested should make contact with the vice Chairman Chris Martin. This will

permit a direct link to be established to your operation on the right hand side of the site on every page.

Following the meeting as part of the development work it was found that the term ATHRA also covered another group in Australia who have registered the term ATHRA. To prevent any problems a number of the Board members present at the International Rail Safety Conference which followed the ATHRA meeting agreed to run with the heading on the new site of Tourist and Heritage Railways of Australia which is more in line with where our efforts lay - not just in being an association! The latter can become a trading name as the work required to formally change the name of the organisation through the Associations Incorporations Act in South Australia cannot be handled readily.

The new Web site will contain two sections. The first section will be password protected for Board members only and contain minutes and other organisational documentation required by the Board. The other section will be a general section open to public and with links to other kindred organisations and members. It is expected that the site will serve as a portal to the Australian sector and we will be approaching many of the other international websites with the request to link our site to theirs. We intend the site to be used by both tourists and members of our respective groups. Other sections on the site include:- the proposed ATHRA meeting schedule, links to the National Regulator Page and the Australasian Rail Association, the new Boiler Code of Practice download link, the status of current rail standards being developed by RISSB, past newsletters and ATHRA Alerts, Conference Papers, and the recently completed Lesson Plans will be available for download in PDF format. Copies of the lesson plans in Word Format can be obtained by contacting the board members. This will provide us with some control on who obtains copies of the documents.

It is planned to have a surplus items and rail products sale page so if you have items you wish to advertise across the wider community please let us know. A technical library will also be installed on the site for all those product manuals, old standards and drawings and any documents of a technical nature that you may have on your computer that could be of use to the wider community. If you have such documents please send them on to the ATHRA board and we will put this on the site.

The website is live but still under development as this newsletter goes out so if you can think of anything else that we should have on the site please let the ATHRA project manager Chris Martin know by sending a message to deputy_chairman@athra.asn.au

WATTRAIN - the World Association of Tourist Trams and Trains

WATTRAIN has been established as an international rail heritage group with ATHRA as one of its members. Their website will soon be live and it will be linked via the ATHRA site. They plan to lobby for insurance deals, establish an internet based technical library and provide many networking opportunities for the industry. WATTRAIN will be holding a Congress in York England in early October 2012 with both pre and post tour program. Details of the Congress and tours associated with the Congress along with booking forms for accommodation etc. will be available on their website.

Further details will be published in a future newsletter when they become available. This congress is to occur shortly before the International Rail Safety Conference to be held in 2012 in England.

Lesson Plans

Lesson plans for a number of operational subjects have now been completed and were to be posted to the ARA RISSB web site for access by members.

Due to technical difficulties and firewall barriers it is not easy for non ARA members to access their web site despite the fact that ATHRA is a member of ARA.

As a result a decision was made to place these documents on the ATHRA web site where they can now be viewed. It is stressed that these documents are generic documents and need to be customised for your railway. You may well ask why. Unfortunately each rail system in Australia (one for every State) had differing processes which “never the train shall meet”. As a simple example there were two air brake systems - the Westinghouse automatic air brake system and vacuum braking system. In some railways, away from the main depots train examiners were the Guard and he was responsible to conduct the air tests following shunting etc whereas in other systems this was the responsibility of the driver.

As a consequence the lesson plans have to contain all facets to cover all States and therefore each railway or tramway needs to customise the documents for their use.

The suite of documents included instructions on how to achieve this. State umbrella groups should perhaps look at how they can assist their members in the initial work on this project. ATHRA has already agreed to carry out further work producing other documents for the like of railcar driver (railmotor in some states), station master, tram conductor etc.

The ARA is currently undertaking work on track maintenance competencies whilst the Transport and Logistics Groups has recently produced a number of competencies for use by rail organisations. The ARA is also considering the issue of rollingstock maintenance at present.

Boilers Code

A small group of volunteers from the T&H sector has worked with the ARA and RISSB to develop a boiler code for use throughout Australia. The document is now complete and available on the RISSB web site however due to the technical issues already mentioned it is also on the new ATHRA web site. This document is essential for organisations operating steam and we recommend you obtain a copy from the site. A comments section is available on the site for recommendations for future improvements at a point yet to be determined in the future.

ATHRA is indebted to those volunteers who spent many hours on phone hook ups and at meetings reviewing information to enable the document to be produced. We also need to acknowledge those persons who took the time to review the drafts and make comment before the document was issued as a “public document”.

The same group, with a couple of additional persons, is now commencing on the next phase of boiler operation and will also be producing a Code for use on the many heritage diesel locos in our midst. I am sure any support you or your organisation can give this group would be most valued. Peter Ford from Queensland is heading the team.

Competencies

As already mentioned work is being undertaken by the Transport and Logistic Group to develop competencies for the rail sector and to revise current competencies. ATHRA's contact for this section is Phil Kamay from Victoria

Rail Safety Regulator

Julie Bullas heading the single Rail Regulator Panel addressed the last meeting and updated those present on progress towards a Single Regulator for the rail industry to take effect from 1 January 2013. She informed the meeting as follows:

Throughout all stages of the establishment of the national regulator the project office is consulting across the industry. Seven state regulators are to be combined into the National Regulator. In terms of tourist and heritage impact there is little change expected. Regional offices are to remain.

Consistent legislation across the country. Transport department heads endorsed the legislation which is now with the ministers for approval before being progressed through South Australian Parliament early next year. Ministers will be considering the legislation on the 4th of November. After the law is passed in South Australia every state then to pass what is called applied law which legislates that the South Australian act applies in the state.

Julie commended on the value of the input from ATHRA and particularly Warren Doubleday.

The law does allow for the Regulator to exempt accredited operators from part of the legislation when the risk involved supports this; drug and alcohol and fatigue management are areas where risk appropriate exemptions may be applied. Legislation needs to be fit for purpose and able to be complied with.

Work will commence on transitional arrangements following the Ministers' approval on 4th of November and stakeholders will be involved in developing the transitional arrangements. No need to re-apply for accreditation, as accreditations will transfer to the national regulator during the transition period which is expected to around 2 years. During the transition period the state accreditation certificates will apply. There will be a need to meet the requirements of the National law (main issue will potentially be drug and alcohol and fatigue management areas) over the transition period.

Groups that are not accredited but may be applying once the law comes into effect will be given a period of time to do this under the transition arrangements. Project Office is working with the stakeholders to determine what issues need to be considered during the transition period and what is a reasonable period of time to address these.

Fee structure is an issue for Tourist and Heritage. The bill allows for fees to be charged in the heads of power. Which fees are to be charged and the amount of these have not yet been determined. Project Office met with T&H representatives two to three weeks ago to review a discussion paper in relation to cost recovery. All stakeholder groups have now provided their input to the Project Office which is currently working through this and a policy position in relation to this will be developed for consideration by Ministers in May 2012. There is a strong feeling at officer level that regulatory oversight of T&H operators can not be met by operators and therefore could potentially be seen as a

community service obligation. Currently the cost of T&H regulatory oversight in two jurisdictions is not paid by government but cross subsidised from other operators.

The scope of the legislation covers tramways generally. In Victoria the Minister has exempted tramways from the legislation - this includes the heritage tramway operations. It is also understood that NSW will exempt light rail as well.

Minor changes resulted from the recent public consultation, there were some changes around penalty notices and general wording however no major policy changes were made.

Still work to be done in the area of Fatigue Management. The ministers engaged an expert panel to look at fatigue. Their recommendation - do not legislate driving hours and rest breaks. Use a tiered approach - within a certain limit of working hours no issues. If over the limit ensure there is no additional risk. Fatigue management will be across all rail safety workers. The project board considered the first draft of the fatigue management policy last Friday and further work will be undertaken on this during the next few months. For Tourism and Heritage operators there should not be any major impacts over and above the existing risk management processes we already have in place.

Drug and Alcohol - The new legislation states that operator is responsible for D&A testing to mitigate their risk. The Regulator is responsible for D&A testing for compliance against the law. Therefore a regulator testing program needs to be established and under a full cost recovery model this cost is to be passed back to industry. Operators are to have a drug and alcohol testing program. Regulator can give exemptions in part or full depending on the risk of the operation.

Regulator will only be saliva testing - similar to road network at the moment. A random targeted approach to be used by the national regulator. The Expert Panel report explaining the "science" behind the recommendation is contained on the project office website - www.nrsrproject.sa.gov.au

ATHRA Canberra Conference 2013

Planning is underway for a larger scale ATHRA Conference in Canberra at Easter in 2013. The weekend will correspond with the Annual Canberra Steam Festival a 1 to 2 day conference with an action packed tour program of daily mainline steam, evening dinner trips, rail displays put on at the Country Link Station in Canberra and Queanbeyan. There is the possibility of visiting mainline steam from Sydney hauling cars both directions before and after the weekend which can be used for Sydney transfers.

A major feature will be Australia's largest locomotive 6029 in steam provided current projections of a return to steam by late 2012 are accurate. For more details go to <http://project6029.blogspot.com/> and the article at the end of the newsletter.



Costs are unknown at this early stage however we will endeavour to work out a program that is both economic and entertaining for rail enthusiasts and non enthusiasts alike.

Next Meetings

The next meeting of the ATHRA Board will be in February 2012 and will also be held in Melbourne. The September 2012 meeting is scheduled for South Australia where it is hoped to coincide with the centenary of the turning of the first sod for the Trans Australia Railway .

Brian Busch
Chairman ATHRA

Chris Martin
Deputy Chairman ATHRA

Member Reports

QUEENSLAND REPORT

The state of tourist and heritage railways in Queensland at the moment is not good, with a massive down turn in tourism and the local population not willing to spend money.

This has impacted on all our groups in this state with really no end in sight, which means that numbers are down which relates back to lack of revenue.

This coupled with ongoing increases in maintenance cost, insurance and lack of volunteers has impacted on some group to the stage of near closures.

One other issue that I have noticed with some of our groups is that they haven't put any money away for maintenance or replacement of equipment; this means no income, as they can't run trains, which creates a lot of tension within voluntary organisations.

Mackay Heritage Railway has an issue which doesn't relate to lack of revenue, they have to find a new home! The current arrangement with the lease holder is that the permit to occupy expires in September next year, so they need a new home and with a distinct lack of spare sidings available it could be difficult. Hopefully a solution can be found.

On a brighter note, one of our groups Down Steam have acquired a turntable from the defunct Beaudesert Railway, and install it at their site at Toowoomba. This took a substantial amount of work with the pit, foundations and support rails having to be started from scratch, a mammoth effort to all.

Southern Downs Steam Railway (Warwick) has had maintenance problems with superheater elements in their locomotive, but these have now been repaired and services will resume on the last weekend in September.

The Brisbane Tramway Museum's new substation building was structurally completed in early September. This will replace the facility badly damaged by storms 2 years ago.

All steam operators are worried by the current bushfire situation. There has been extensive vegetation growth following the very wet summer last year. Fire bans causing suspension of services would be a devastating blow on top of all the current difficulties.

Tasmanian Report

TATrail has recently been most successful at securing government funds to the tune of \$30,000 for advertising and raising the profile of the sector and approximately an additional \$15,000 in support from Tourism Tasmania for website development and a branding exercise. The task of determining the most effective expenditure is well underway with a decision to be made shortly on the choice of the graphic design team and website developer. A commercial assessment of the benefit of the sector is also to be undertaken.

Unfortunately mainline running still does not appear to be moving closer to resolution with messages emerging that even though Tasrail is now state owned, there is resistance at upper management level to having passengers on their tracks.

The economy and tourism in Tasmania are in a very bad way with low tourist numbers across the state and general lack of confidence in the economy having some financial impact on the members.

In brief across the sector:-

The Don River Railway at Devonport and the Tasmanian Transport Museum at Glenorchy continue to run steam operations on a regular basis and are working with the Derwent Valley Railway Preservation Society to return to mainline operations. Our newest MP in the state is Craig Farrell - the chairman of the Derwent Valley Railway so we are hoping he can exert some influence on the decision makers!

Wee Georgie Wood unfortunately is out of action for a year or two seeking a new boiler. The Romeo diesel engine ex Lake Margaret Power scheme, is still running trains on their regular schedule.

The Redwater Creek Railway recently purchased the ex Ida Bay Railway Hunslet two foot gauge steam locomotive from the Don Railway which it intends to restore as a second engine for the Sheffield operation. The second stage of the shed has now been completed and is now the catalyst for renewed enthusiasm in road steam. A number of events are planned to encourage community support for steam era heritage in addition to SteamFest. A weekend planned for November has 15 interested participants booked for a two day hands on training session for the with the participants working towards obtaining boiler

attendants certification.

The Ida Bay Railway has been closed for the short term while funds are secured to upgrade track.

The West Coast Wilderness Railway continues to be the major rail attraction in the state with visitors thoroughly enjoying the fantastic experience on the rack railway and stories of the West Coast mining operations.

I look forward to discussing these matters further at the meeting should any questions arise.

Victorian Report

Over the last 12 months, the Association along with its Members have been involved in the formulation of the Tourist and Heritage Rail Act and more recently the associated Regulations. This Act is very important for those railways who operate under an Order In Council as gives them on-going certainty with the tenure of their land and assets that are state owned. Other rail organisations will be assisted through this Act in the future through the provision of various forms of assistance from the State Government. An Advisory Committee body, yet to be appointed, will give guidance to The Register, about land tenure, asset allocation, asset maintenance and insurance, promoting improvement in the sector and issues that may arise from conduct of people on railway premises.

Part of State Government policy is to facilitate the construction of pedestrian and bicycle paths along heritage railway corridors. To enable these "Rails with Trails", extensive meetings have been arranged to provide guidance document. It sets out the various matters, in particular the rail safety matters that have to be considered when one of these trails is proposed and that the agreements must be with the relevant local government body. This work is on-going.

The Association has taken an active interest in the formulation of the National Single Rail Safety Regulator. At this time, the Victorian Tramway groups will not be included in the purview of this Regulator, but will remain

in the COAG agreement.

The Association is considering the future of its Railway Examination and Competencies program and how it can be moved into future regimes. This will be a long and extensive task.

The recent AGM of the Association resulted in the following appointments to the Committee.

President – Phillip Kamay – Walhalla Goldfields Railway
Vice President – Warren Doubleday – Ballarat Tramway Museum
Secretary – Janet Walton – Mornington Railway
Treasurer – Alan Williams – Victoria Goldfields Railway
Committee – Peter Silva - ARHS Vichn Hoy – Emerald Tourist Railway
Peter Silva retired as President after six years in the position.

The Committee has appointed Phillip Kamay and Warren Doubled to be the ATHRA delegates.

South Australian Report

HESA Membership remains the same as previously.

The organisation had met at National Rail Museum Port Adelaide and is due to meet at Quorn on Saturday 21 August since the last ATHRA meeting.

WE have had a meeting with the Rail Safety Regulator and staff to discuss a number of issues and have a further meeting scheduled for October this year. A number of safety issues were raised and discussed including the need for organisations to now have to conduct random drug testing as well as alcohol testing. Whilst the SA Act has had this requirement in it for some time it has never been enforced mainly due to cost of test facilities but also the reliability of some of these tests. We will be discussing this further at our Quorn meeting as a number of issues have been raised over what to do if a positive result shows the cost of further testing and the fact that panadol and other drugs may cause a negative result.

under the Victorian Regulator as provided for

Fatigue Management has also been highlighted and the need to include travel to and from duty in the hours of duty. This will also be a new consideration for some groups although mist work shifts are during daytime and of short duration.

We have been advised of the need to change the format of our annual reporting and the need to have available for public inspection if asked our annual reports.

A big issue looming in SA is the changes to Legislation for first aid in the work place. At the last meeting with the rail regulator it had been hoped to have a work place services person present to talk about the new Act but that person was overseas and a replacement was not available. It will mean that all groups will need to change their first aid training and in some instances may mean a higher level of training. If a work place is more than 20 minutes from a manned ambulance senior first aid is required where as if it is within 20 minutes this requirement in some instances may only need to be basic first aid. We all await our meeting in October to find out how many more workers need to be trained and to what level. Many items in the first aid kits will also need to be thrown out and replaced after a period of time adding to organisational costs.

In April we held a "State of Steam" event in Rundle Mall Adelaide where a small loco from Cobdogla (near Barmera) was the highlight of the display with most groups being present along with Great South Railway. This has become a bi-annual event with the 2010 event being the first fully organised by volunteers

Whilst we keep an active participation in safety we are lacking in Marketing and Promotions and despite the best of intentions never seem to be able to get on top of the issue. We have developed a HRSA banner to promote HRSA and our members with a number of our members purchasing a copy for continuous display

Following each meeting a "News Cast" is prepared and distributed to all HRSA members for distribution to their members and generally to ATHRA

New South Wales Report

Compliance with Competency Requirements of Rail Safety Act, 2008.

- ITSR is requiring demonstrated compliance for operational staff.

- The Rumsey lesson & assessment material made available to RHA (NSW) in February 2011 has been fully customised by 3801 Ltd for diesel second person.
- ITSR has been informed of the outcome and discussions have commenced about rolling this out to other members.
- 3801 Ltd has commenced customising the material for diesel driver.
- ITSR has formally requested demonstrated compliance of rail safety maintenance workers with the Act.
- RHA (NSW) has placed a formal request before the ATHRA Board to address this requirement on a national basis.

New OH&S Legislation.

- New OH&S legislation is being introduced that will redefine the roles of volunteers and volunteer organisations.
- RHA (NSW) has expressed concerns about the potential impact on the rail heritage sector to the NSW Minister concerned.
- WorkCover has undertaken to consult widely with the sector.

Relevance of the Rail Heritage Organisations to Non Operational Groups.

- Operational groups see worth in the higher level representations to State and National regulators.
- This activity is of little or no value to non operational groups who question what added value there is to support them.
- RHA (NSW) has placed a formal request before the ATHRA Board to seek advice on this need.

RHA (NSW) Workshop

- Small Workshop held in May 2011 to discuss strategic issues facing RHA (NSW).

RHA (NSW) Annual Members' Forum.

- 2011 Annual Forum to be held in Maitland on Saturday 12th November.

Western Australian Report

Rail Heritage WA has won custody of the historic GM1 locomotive - the first diesel loco built in Australia, the first main-line diesel to run in Western Australia, and the pioneering power that made today's Indian Pacific and interstate freight operations viable. But this is only the first step - and each step needs your help, in money or in kind

Repair GM1 so it can be towed from Adelaide
Bring GM1 to Bassendean
Build standard gauge into the Railway Museum
Build a worthy display facility
Return GM1 to operating condition

R174 RELOCATED

In March 1907, this locomotive was involved in the WA's most epic mine rescue in which Italian miner Modesto Varischetti became trapped over 300m down in a flooded mine at Bonnie Vale, near Coolgardie. R174 pulled the special train, carrying two divers, their assistants and equipment plus 800ft of air piping, from Northam to Southern Cross.

The R class locomotives were the premier express passenger and mail locomotives in their day, and worked on the Eastern Goldfields and Northern Railways until the 1920s. Then they mainly worked on freight trains. The 4ft 9in (145cm) driving wheels were the largest ever used on the Western Australian Government Railways (WAGR).

R174 was restored for display outside the Railway Institute building at Midland. R174 was there from March 1956 until October 1972 when it was moved to the Centrepoint shopping mall. With imminent redevelopment of the shopping centre, proprietors the Stefanelli family offered R174 to our museum for preservation. Family representative Mr Joe Stefanelli explained that they understood the significance of R174 and wanted to ensure its preservation. The proprietors generously offered to assist this move by donating transport costs.

BOYANUP MUSEUM

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

In 1885 the Government felt that a railway from Bunbury to the surrounding district with its rich

agricultural, pastoral and forest areas would be of great benefit. The Bunbury to Boyanup railway was opened in 1887, built and operated by a private contractor as a horse drawn railway. However in response to complaints the Government took over the railway and rebuilt it. It was reopened in 1891 to massive celebrations and the two H-class locomotives imported in December 1887 were finally to be used on the Boyanup railway. One of the locomotives, H18, is still extant and owned by Rail Heritage WA.

The Bunbury - Boyanup railway was the first railway in WA specifically built to serve an agricultural district. It was only the third section of government railway in the state. Due to its early railway development Boyanup was to become a very important railway junction with one line going through Busselton to Flinders Bay (with a branch to Nannup) and the other through Donnybrook to Northcliffe (with a branch through Boyup Brook to Katanning).

The early industries in the Boyanup district included dairying and timber milling. The timber industry was a larger user of rail transport until well into the 1930s. Other significant commodities transported by rail included fruit and garden produce and the transport of sheep and pigs. Passenger numbers were quite high - no doubt being a junction increased its popularity. It was a much busier railway centre than the adjacent townships of Dardanup & Capel.

Many of the larger railway items on the site (locomotives, carriages and wagons) are owned by Rail Heritage WA. Two railcars are owned by a private owner, whilst one carriage was donated to the Museum by Westrail along with a locomotive from the SECWA and a small shunting engine from Bunnings.

The former Vintage Train carriages that have been used for tourist purposes in the region since the early 1960s are owned by Rail Heritage WA.

HOTHAM VALLEY

Following the successful launch of a funding appeal for the acquisition and transport of steam loco W947 purchased from Rail Heritage WA, work commenced on Wednesday 16th March to collect a variety of loose parts and prepare the loco for road transport. The Tender, Cab, Boiler and Engine will each be transported as individual components.

At approximately 1315hrs Monday 21st March 2011, DE loco F44 made its last journey over the

South West Mainline, shown below at Oakley Road crossing near Pinjarra. Loco F44 was saved by Steve Eats of Oakford following its use by Alcoa as a portable gen-set to pump slurry near Kwinana. Loco F44 has been obtained by V1213 P/L as a source of heavy spares for loco F40. As the remains of F44 do not include bogies, it was placed on a QU wagon at Alumina Junction, for storage.

On Wednesday 23rd March, ex SAR/HVR coach AHD 307, the second of four coaches sold to Pacific National, was loaded to road transport for its journey to South Australia where re-fit and modification work will be carried out prior to use in Queensland as a crew relay van.

The new operating arrangements for the HVR Steam Ranger services and the Isandra Siding stopover have been an outstanding success and extremely well received by passengers. The loco cab "viewing platform" being extremely popular. Passengers have commented very favourably about "being in the bush", "could be anywhere" and "old time feel" of Isandra. It seems sand, scrub and grass are all part of the experience. HVR staff have commented they have never received so many thank-you's and comments of enjoyment from passengers as they disembark back at Dwellingup. Although Isandra may lose some of its appeal once the wet weather fully kicks in, so far things are looking very good for the altered Steam Ranger service. Passenger numbers are also well up on those for May last year.

The afternoon Steam Ranger service on Sunday 17th July, failed due to two cars derailling. There were no injuries nor actual damage. The derailment occurred 7km west of Dwellingup, half way into the outbound journey to Isandra. Investigations indicate the cause to be a combination of track factors which were adversely affected by recent significant rainfall, weakening the track over a very small localised area but just enough for one wheel to force its way between the rails, to then be followed by several others before the train was safely stopped in just 51 metres.

All Passengers were very understanding and were returned to Dwellingup by a relief train utilising the Forest Train consist which was worked by DE loco F40. Many passengers later telephoned and/or emailed with complementary comments on HVTR's handling of the unfortunate event, to wish us well and to offer their fares as donations, rather than take a refund, with some also sending

in additional donations to help out.

As a follow up process following the Steam Ranger derailment the previous week and in order to determine there were no other unidentified potential weaknesses that had slipped thru our track inspection processes without correction, the WestNet Rail 'Matisa' Track Recorder Car was run over our lines on Monday 25 July, courtesy of WestNet Rail. Contractors for WestNet Rail, MRX Technologies, rallied very quickly for us in organising the machine and transport by John Holland. The track recorder car was run over the whole of the HVR, from Alumina Junction to Etmilyn. The "Matisa" showed it was still going strong for its age and very at home on our light branch line, the likes of which it would have 'cut its teeth' when new some 50 years ago.

On Saturday 30th July, several small areas of track maintenance were attended to, including lifting and packing over a culvert at the 12.490km. The morning was a pleasant sunny winters day but unfortunately it didn't stay that way for the afternoon.

On Wednesday 10th August, the third of four AH coaches sold to Pacific National for conversion to crew relay vans, was loaded for its journey to Blue-Bird in South Australia where the conversions are being carried out. The coach was AHF 316.

KOJONUP

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

<p>The main current projects are:</p> <ul style="list-style-type: none"> * Laying of steel sleepers; In our track pattern we need to lay 1 in 8 steel sleepers between our wooden sleepers. KTR have already accomplished this for approximately 6 kms of the track * Laying of wood sleepers; New wooden sleepers need to be between the steel sleepers and new ones need to be a minimum of 1 in 8 as well depending on the condition of the existing wooden sleepers. This is a priority for us to ensure that we complete the section up to where the steel sleepers have been laid - this will increase our accredited run by a further 3.5 kms. * Conversion of the zoo train from road to rail; This is a project dear to our heart, however KTR can only move this project forward as we have funds. We need a further \$14,000 to complete the conversion, but KTR are still working on this as funds allow. * Writing up formalised training plans for all operational positions. This project has begun in 2007 and we will work steadily during the year to convert all of our training programs to competency based training modules where all items will be assessed. <p>CARNARVON HERITAGE GROUP The Kimberley Steam loco was built in 1922 and operated from the early 1950's in Carnarvon and until 1958 when it was replaced by diesel powered locos. The town was linked to the One Mile Jetty by a rail system that transported goods from State Ships to a goods shed where the Carnarvon Civic Centre is now situated. The Kimberley has been fully restored by light rail enthusiasts.</p> <div style="background-color: #e0e0e0; padding: 10px; border: 1px solid #ccc;"> <ul style="list-style-type: none"> • The first, shown on a Public Works Department map of 1884, ran from a landing site on the river, across Olivia Terrace to a shed on the other side of the road - A very short tramway indeed. The trolley used on this tramway was supposed to be hand powered, using a lever attached to crank on two of the wheels. However there is a reference to </div>	<p>jetty. It was constructed with a rail gauge of 2 feet (610 mm). It was 2 miles 5 chains (3.3 km) long. Due to the heavy loads of wool being carried on what was a very light railway, it was decided to convert the tramway to 3 feet 6 inches (1,067 mm) gauge in 1908-09. This tramway was worked with a steam locomotive. The tramway ceased operation in 1965. The Carnarvon Light Railway Association now operates trains along restored tracks on the jetty.</p> <p>PETS Perth E class tram, number 66, is expected to be returned to service at Whiteman Park on the 9 October 2011. Number 66 was the last tram to run in Perth and the first Perth tram to be fully restored and refurbished. Congratulations.</p> <p>The Perth Electric Tramway Society provides a regular service over 4 kilometres of standard gauge track through picnic areas and farmland.</p> <p>The restoration process is a long one. As much material as possible is re-used from the original, but the passage of time sometimes makes this difficult, or undesirable from a safety viewpoint. Western Australian trams were largely of wooden construction [with varying amounts of metal supports], which can be both an advantage and a disadvantage for restoration.</p> <div style="background-color: #e0e0e0; padding: 10px; border: 1px solid #ccc;"> <p>At its very briefest, the process follows these lines:</p> </div> <p>The body is completely stripped back to its frame, and any worn, rotted or unserviceable parts are replaced. Structural soundness is imperative.</p>
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the use of wind-power.

The second tramway, constructed between 1886 and 1887, ran west from Cleaver Terrace in a straight line to the jetty, which was half way between Mangrove Point and Conspicuous Clump. It was horse drawn.

The third, and partially remaining, tramway was completed on 9 November 1900. It runs from the townsite, across Babbage Island to the deep-sea

- The body is then straightened by use of its "stress bars" - a painstaking process.
- The roof is then re-canvassed, if required.
- While the above are happening, other components are prepared [refurbished, made or acquired]:
 - seats, windows, doors
 - electric motors, controllers, air compressor, resistors
 - bogies [wheel-sets], brakes
- Re-assembly can then commence.

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BUSSELTON JETTY TRAMWAY

Stretching 1.8 kilometres across Geographe Bay, Busselton Jetty is the longest timber-piled jetty in the Southern Hemisphere. It is appreciated for its spectacular Underwater Observatory, Jetty Train and myriad of recreational uses. A unique experience situated in Western Australia's favourite playground!

The Busselton Jetty reopened on Sunday 6 February after completion of a \$27 million refurbishment programme. New features include interpretive nodes and fish cleaning bays. Swimming and diving platforms, rain shelters and heritage sculptures are also present along the new structure. Most importantly, visitors are once again able to travel by train to the Underwater Observatory where the depths of Geographe Bay are waiting to be discovered.

Board the Jetty train to travel the 1.8km to the Underwater Observatory. Sit back, relax and take in the beautiful surrounds of Geographe Bay

BENNETT BROOK RAILWAY

25TH ANNIVERSARY

Whiteman Park was officially launched on Sunday 21 September, 1986 after landholdings from over thirty private owners, including Lew Whiteman, had been purchased across the 1970s to create a regional parkland. Today, Whiteman Park is a unique recreation and conservation reserve that spans 4,000 hectares and is one of the largest metropolitan parks in the world. In 2011, we take a look at Whiteman Park's history for the first time, telling the story of how and why BBE came to be

The anniversary exhibition 'Turning 25' looks at the land before it was a park, how Whiteman Park has developed over the last quarter of a century and where BBR is headed

It's about preserving the past, conserving the present and protecting the future of this wonderful reserve.

Being the 25th year BBR have been asked to assist in the combined Whiteman Park Celebrations - On Thursday 29th of September, Steam Hauled trains will operate between 11am and 3pm. The Z brakevan will be positioned on the Island platform and open for inspection along with other rollingstock on display on the turntable area. In keeping with historical celebrations, fares for the day will be lowered to 1986 prices being \$2 Adults and \$1 children.

The Cottesloe Cabin was lifted to its new location in the Mussel Pool platform.

This signal cabin has been on location at Mussel Pool station for about 22 years. It was formerly used as a signal box at Cottesloe until being replaced by the WAGR by a bigger more modern cabin. On decommissioning at Cottesloe, the WAGR relocated the cabin to the western end of Platforms 5 & 8 of City Station where it became the "Passenger Yard Foreman's Office" until later being used as a storage facility for the Linen used on the overnight sleeper trains.

ZB 213

After nine years the Bennett Brook Railway has resumed new rollingstock work. An enthusiastic team are tackling a major project, being ex WAGR passenger brake van ZB 213. The wagon body spent its last years at the Pacific National/Toll yard at Kewdale. The coach body had occupied the BBR carriage shed for 18 months with no interest until a member put forward a proposal to progress the project. With an enthusiastic team approach many tasks were undertaken to move the project forward. The under frame is all steel, but as with the time frame of all regauging work undertaken at Whiteman Park the modification process is long and will take about 12 months. Completion date is expected in mid 2013.

COLLIE HERITAGE & MENS SHED GROUP

A few brake repairs and \$400 worth of batteries later, a 1957 diesel train is back on the tracks. The diesel in question was a coal hauling train that was built for the Bunbury Power Station. Then in 2001, it was rescued and restored by the Collie Heritage group.

The Collie Heritage Group are dedicated to the restoration of old steam engines and trains. Keith Robinson worked on the old State Electricity Commission engine which is fitting because he used to work for former power generator. Keith always wanted be an engine driver as a kid so now he can play with the big boys to his heart's content. Playing with toys like the SEC diesel, uses a straight eight Gardner engine, one of a low horsepower compared to diesel trains nowadays, though this was customary for its time.

"It's a low maintenance and fully functional train", says Keith.

While it should be about getting trains back on the rails, there was the time that the diesel ran out of track and the crane had to be called in to get it back on. However, not all the trains restored by the group are as easily repaired as the diesel. One of the trains lined up for restoration, a 1904 guard's van, appears to be merely a chunk of rotting wood; appears to be beyond repair but the Heritage Group are determined to fix it, even though it could take more than five years to do so.

The 1917 First Class coach on site is under renovation and while most of the interior is intact, there's major work to be done on the exterior tarpaulin.

The Latest News from Canberra on Locomotive 6029

The rebuild of locomotive 6029 has now progressed to the point of final assembly. After five years of open air work, 6029 now resides undercover at the ARHS-ACT Kingston museum shed for what we are now calling the fit out stage. The cab has been lowered into position and as a result of this work can now start the fit out the countless small bore pipes that make up the loco's control systems. This includes the power reverser, the brake system and the support systems for electrical power and even steam to brew the tea. The timber floor for the cab has been made and fitted and the crew recently took great delight in actually standing at the correct footplate height for once. The fit out of the seats and the injector control valves that protrude through the floor will be next.

From a strategic overview there are no more strip and assessment tasks to complete. In essence 6029 is going back together and we are now planning for the steam testing and subsequent operational systems checking. To this end the hind bunker/tank has been fitted to facilitate the up coming steam tests in mid 2012. However we have a lot to do before this can take place. For instance the ash pan and fire grates still have to be re assembled and the smoke box fit out will be the next major tasks. We still have to fit 20 superheater elements, the blast pipe and main steam lines.

Many smaller projects are going on behind the scenes such as the overhaul of the Westinghouse cross compound air compressor. It was stripped down and assessed in 2009 and although in reasonable condition it was decided to give this vital piece of equipment the gold plate (aka Rolls Royce) treatment. Since then, the piston rods have been hard chromed and ground to size. The cylinder assembly and shuttle valve head were sent to a specialist contractor and line bored back to specification, and a complete set of piston rings was recently delivered and fitted with excellent results. The pistons now move up and down the bores with a good running seal. An air test was completed in September and it has now been bolted into place on the same box.

The smoke box is starting to fill up with the pipes that connect to the air compressor and the blower. Both of these components are fed with steam from the superheater header which itself is also receiving some final attention with throttle cam and valves soon to be refitted. Once that is done, the control linkage that runs from the header back to the drivers cab will be fitted.

6029 is fitted with what is called a front end throttle. Put simply the control of steam from the boiler takes place at the front in the smoke box and is controlled by the driver back at the cab end via a system of levers and rods. It was a much more efficient system when compared to the more traditional system inside the boilers dome.

For a few years now we have been completing the rebuild of many smaller components only to put them into storage awaiting final fitment. Now that the locomotive is under cover, these components can be fitted. The first of the four mechanical lubricators (right hand leading) being overhauled off site was recently lifted into place. The lubrication feed pipes are now being cleaned out one by one and with some head scratching, the stamped identification acronyms are actually starting to make sense.

The move into the shed however, does not come without some pain, as the team started the hard task of moving over the many tools, benches and storage cupboards that have been utilised outdoors at the old site.

The project has a blog page at <http://project6029.blogspot.com/> and it is updated after every work day. This project is self funded, the workers are all volunteers, and we are asking for

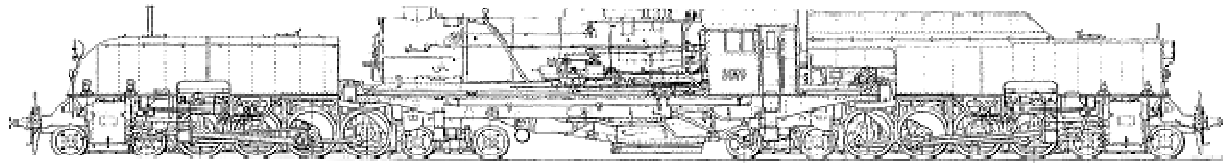
help to complete this exciting project. ATHRA members are welcome stay at Canberra in our preserved sleeping carriages while helping out on the workdays that are held on the first Saturday and third Sunday of each month.

It is anticipated 2012 will be the year to see and ride behind the largest operating steam locomotive in the southern hemisphere.

Alan Gardner

President - ARHS ACT,

Manager Project 6029



Australian Railway Historical Society - ACT Div. Inc.

arhsact.org.au