



**ASSOCIATION OF  
TOURIST AND HERITAGE RAIL AUSTRALIA**  
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[www.athra.asn.au](http://www.athra.asn.au)

# “CINDERS & ASHES” ATHRA’s NEWSLETTER

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Next Issue: March 2008  
Contributions welcome  
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## ANNUAL GENERAL MEETING REPORT

ATHRA’s Second Annual General Meeting was held on Friday 14<sup>th</sup> September in conjunction with the ATHRA Adelaide meeting.

In accordance with ATHRA’s Constitution, the positions of Deputy Chairman and Treasurer fell vacant. Tony Coen chose not to seek re-election to the position of Deputy Chairman. Nominations had been called prior to the meeting and Paul Rollason and Matt Roberts were declared elected unopposed respectively to the positions of Deputy Chairman and Treasurer for a period of two years. Current Chairman Peter Silva and Secretary Brian Busch continue in their positions until the next Annual General Meeting when those positions will be up for election.

The business of the AGM also included some changes to ATHRA’s Constitution. The major changes were the introduction of a Corporate Membership class and a new provision to collectively provide ATHRA Associate Members in any particular state or territory the benefits of Full Membership if there is not an already existing representative organisation.

Chairman Peter Silva delivered the following report to the meeting:

### Chairman’s Report

The past year has been an interesting, productive and sometimes challenging period for ATHRA. Together, we have grown in both capability and reputation as we have tackled the issues that

face the tourist and heritage rail sector in Australia. Without question, the biggest issue we currently face is the regulatory change that is being driven through the NTC Model Rail Safety Legislation. The survival of the tourist and heritage sector is tied to our ability to embrace the changes before us.

ATHRA is strongly arguing that the expectations placed on the sector are aligned with our levels of risk and the largely voluntary-based management and staffing. It is pleasing to say that our message is being heard and the different environment of the tourist and heritage sector is being acknowledged. ATHRA has received \$57,000 funding through the Standing Committee on Transport (SCOT) Rail Group for the development of lesson plans and assessment checklists. The test for us now is to utilise this funding wisely and deliver the intended outcomes in an appropriate and timely manner.

There have been many other regulatory and rail safety matters dealt with over the past 12 months. These have been detailed in the Rail Safety Report provided by Warren Doubleday so I won’t repeat them here.



ATHRA Meeting delegates at Bute, the terminus of YP Rail.

Warren took on an enormous task when just over a year ago Graeme Breydon suddenly passed away and left a huge void in ATHRA's rail safety capacity. For our organisational sustainability, it is critical that we do not become dependent on particular individuals. While we have commenced the establishment of expert groups in an effort to avoid this, we still have quite some way to go before we can be comfortable.

At times the impact of the regulatory changes so dominates our attention that it seems that nothing else matters. However that is not true and during the year ATHRA launched its national awards of excellence. In their inaugural year, the awards have received good support from groups around Australia and excellent sponsorship support from the Australasian Railway Association, Australian Rail Track Corporation and The Workshops Rail Museum, Queensland. I believe the ATHRA Awards are now firmly established in the fabric of the tourist and heritage sector and will grow stronger every year.

Communication with sector participants is crucial and we have made some important changes during the year. It is now possible for people to directly subscribe to the e-mail distribution channels for ATHRA Alerts and *Cinders & Ashes*. In the six months this has been in place, the number of people we are directly reaching has trebled. This year has also marked the increase in the frequency of our newsletter *Cinders & Ashes*, moving from twice-yearly to quarterly. A more regular newsletter requires additional content and I encourage all railways and tramways to indulge in a little self-promotion and send in their good news stories.

The only real disappointment for the year is the dwindling participation of RHA (NSW) in the functioning of ATHRA. As is their right, RHA (NSW) has had different positions on many of the

issues before us. While RHA (NSW) have been given the opportunity to express their views, there appears to be reluctance on their part to accept that they hold a minority viewpoint. Although their lack of participation impacts on ATHRA's capacity to support the tourist and heritage sector throughout Australia, it is the members of RHA (NSW) that miss out through not having their particular needs and issues adequately represented at a national level.

I close this report with thanks to a number of people. First and foremost, a huge vote of thanks goes to Warren Doubleday for all his work over the past year. Without Warren's efforts, the sector would not be the sound position that it is on regulatory and safety matters. Secondly, a big thank you to our retiring Deputy Chairman, Tony Coen, for his work in that role and for his work on the ATHRA Constitution in our early days. Finally, thank you to everyone that has made a contribution to ATHRA over the past 12 months. It is through your co-operation and sharing of knowledge and skills that the whole tourist and heritage rail sector grows in strength and capability. We get our best results when the sector is synergistic and not competitive.

*Peter Silva*  
ATHRA Chairman



Pichi Richi's W933 heads the ATHRA tour train to Quorn.

## ADELAIDE MEETING REPORT

The biannual ATHRA Meeting followed the AGM with the Friday afternoon dedicated to guest speakers. The first was Derek Heneker, Manager Rail Safety SA, who spoke about that status in South Australia with changes to Legislation and the Bill for changing the Rail Safety Act currently before Parliament. Derek indicated that once passed through Parliament, work would commence on drafting the Regulations. He went onto report on the National Regulator's panel and the current situation regarding the requirements for Registered Training Organisations. Derek indicated that a meeting with NTC on this subject was forthcoming.

Derek suggested that there are a number of issues within the tourist and heritage sector which are of concern and these are:

- Understanding that risk management is now the basis of the Legislation and hence the need for all decision to be based on risk assessments;
- Resource management and planning;
- A lack of people;
- Finance.

Our next speaker was Celia Murphy, Manager Regulatory Policy Unit with the NSW Independent Transport Safety & Reliability Regulator. Celia addressed the meeting about draft documentation for the development of safety management within the tourist and heritage sector.

The document has had some exposure in Victoria from which a number of comments were received relating to it being excessive. The document is currently being redrafted and assistance will be sought from ATHRA in reviewing the redraft.

Dr David Rumsey of David Rumsey & Associates then addressed the meeting. David presented his proposal on how to

achieve the best outcome from the SCOT Rail Group funding made available to ATHRA for the development of lesson plans and assessment checklists for the tourist and heritage sector. David's PowerPoint presentation may be downloaded from the ATHRA web site using the link: [www.athra.asn.au/files/](http://www.athra.asn.au/files/).

The mechanisms ATHRA will need to adopt to manage the SCOT Rail Group funding were discussed at a later stage of the meeting.

Our final guest speaker was Rhianne Piasma-Art from ARA spoke of current work being undertaken by the ARA:

- **Level Crossings:** This work includes a call for funding for improved road-rail interface and for any new rail line not to have level crossings. Also the ARA is looking into a pilot programme to enforce road users to obey the law.
- **Technology Workshop:** A workshop is being planned for 2008. The issues around the NTC call for annual certification for train drivers are also being considered.
- **RISSB:** The Rail Industry Safety and Standards Board (RISSB) that has been established by the ARA has been accredited by Standards Australia to produce rail standards and a block of numbers has been allocated. Standards issued by RISSB will be available on the ARA web site.

Previous ATHRA meetings have been conducted in 3 half-day sessions on Friday, Saturday and Sunday. In order to accommodate the invitation from SteamRanger Heritage Railways to join them on their Victor Harbor train on Sunday, the format of the Adelaide meeting was altered to an all-day session on Saturday. The major matters discussed were:

**SCOT Rail Group Funding**

Following on from David Rumsey's presentation the previous day, the mechanisms for handling the SCOT Rail Group funding were

discussed. It was determined that a Steering Committee of 3 to 5 persons would be formed and would report to the ATHRA Board be established. The initial tasks for the Steering Committee would be to refine the terms of reference for the project and recommend the preferred consultant to the ATHRA Board. The Steering Committee would then monitor and guide the project.

**Boiler Code of Practice**

Alan Gardner, known to many through his former role at Puffing Billy Railway, joined the meeting in his current capacity of Manager Infrastructure & Engineering at RISSB. Alan began with explaining the relationship between ARA and RISSB, the latter being a company established by ARA for the development of standards for the rail industry. Alan then went on to discuss one of the projects he has been given, the development of a Code of Practice for Locomotive Boilers.

The initial part of this discussion was an explanation of the RISSB Standard Development Procedure that is applied to the production of standards and codes of practice. This can be found on the RISSB web site [www.rissb.com.au](http://www.rissb.com.au) under the Publication tab on the menu bar.

Alan then went on to speak about some of the issues arising from the initial draft of the Boiler Code of Practice and advised that the project scope covered all of Australia and railway locomotive boilers only. While at other times there have been discussions about joint work with people involved with marine and stationary boilers, Alan stressed that RISSB's charter is the rail industry and therefore the Code of Practice is necessarily limited to railway locomotive boilers.

Alan indicated that for the purposes of the development of the Code of Practice for Locomotive Boilers, ATHRA would have the status of a Major Stakeholder and all tourist and heritage railways would individually

have the status of Minor Stakeholders (as defined in the RISSB Standard Development Procedure).

**ATHRA Awards 2008**

The inaugural ATHRA Awards were considered a success. It was agreed to continue with ATHRA Awards in 2008 with a couple of changes. The category of Locomotive Restoration is to be divided into two, Steam Locomotive Restoration and Diesel Locomotive Restoration and an additional category of Tourism Initiative is to be introduced. If possible, sponsors would be found for the awards currently without sponsorship. A timetable for 2008 was agreed that would see the award details confirmed at the March 2008 ATHRA meeting.

**Cinders & Ashes Advertising**

In the interest of obtaining income from sources other than the tourist and heritage rail sector, it was agreed that paid advertising would be accepted in *Cinders & Ashes*. Advertisements would be accepted from all suppliers of goods and services to the tourist and heritage sector and from other suppliers on their merits. It is agreed that the following rates apply:

One Third Column	\$50.00
One Third Page	\$100.00
Whole Page	\$250.00

**Corporate Membership**

Following on from the rule changes adopted at the AGM to allow Corporate Members, the details of membership packages and benefits were discussed.

It was agreed that we would initially offer two levels of membership - Corporate Supporter and Corporate Member. Both packages would include listing on the ATHRA web site, free advertising in *Cinders & Ashes* and tickets to the ATHRA Awards Dinner each year.

Full details of Corporate Membership packages and rates are available from the ATHRA Secretary: [secretary@athra.asn.au](mailto:secretary@athra.asn.au)

### Rail Safety Report

Warren Doubleday reported on a range of issues arising from his involvement with ARA, NTC and the Rail Safety Consultative Forum (RSCF). The pace of change in the regulatory area is such that most issues are dealt with as they arise by the ATHRA Board and the various specialist groups recently established. An updated Rail Safety Report can be found on page 6 of this issue of *Cinders & Ashes*.

### Next Meetings

It was confirmed that the next ATHRA Meeting would be held in Canberra from Friday 14th to Sunday 16th March 2008.

The following meeting is scheduled for Queensland in September 2008 and it was agreed to accept the ATRQ proposal to hold the meeting in Cairns from Friday 5th to Sunday 7th September 2008.

## ATHRA ALERTS

Since the last issue of *Cinders & Ashes*, ATHRA has issued the following Alerts by e-mail:

- 36: ITSRR Discussion Paper - Safety Regulation of Heritage Railway Operators
- 37: NTC Survey of T&H Operators - Implementing Rail Safety Worker Competency Requirements Through The Use Of Registered Training Organisations

These and all previous Alerts are available from the Alerts page on the ATHRA web site. If you wish to receive ATHRA Alerts by e-mail as they are issued, you can register using the Link on the Alerts web page:

[www.athra.asn.au/alerts.htm](http://www.athra.asn.au/alerts.htm).

## SUBSCRIBE TO CINDERS & ASHES

If you wish to receive each issue of *Cinders & Ashes* by e-mail, you can subscribe from the ATHRA web site:

[www.athra.asn.au/newsletter.htm](http://www.athra.asn.au/newsletter.htm).

## ATHRA AWARDS 2007

In its short history, ATHRA has developed a tradition of holding the ATHRA Dinner in conjunction with its biannual meeting. The Friday night dinner in Adelaide was no different except that it also incorporated the inaugural ATHRA Awards presentation. In the appropriate setting of the National Rail Museum (NRM) at Port Dock in amongst the rollingstock; the delegates, partners, and local railway fans enjoyed the evening before the announcement of the 2007 ATHRA Awards. And the winners were:

### Beverley Sawyer

ATHRA Award for Excellence

### Warren Mauseth

ATHRA-ARA *Graeme Breydon* Rail Safety Award

### Walhalla Goldfields Railway Victoria

ATHRA-ARTC Infrastructure Restoration Award

### Daylesford Spa Country Railway Victoria

ATHRA- Workshops Rail Museum Research Excellence Award

### Southern Downs Steam Railway Queensland

ATHRA Locomotive Restoration Award

### Rail Heritage WA

ATHRA Passenger Vehicle Restoration Award

For three of the Awards, the judges felt it wasn't sufficient to only recognise the efforts of the winners and that recognition of the efforts of the following groups was warranted:

### Oberon Tarana Heritage Railway NSW

Highly Commended - ATHRA-ARTC Infrastructure Restoration Award

### Seymour Railway Heritage Centre – Victoria

Highly Commended - ATHRA Locomotive Restoration Award

### Melbourne Tramcar Preservation Association Victoria

Highly Commended - ATHRA Passenger Vehicle Restoration Award

In establishing the ATHRA Awards, it was realised that it would be unlikely that many of the award recipients would be at the Awards Dinner. So it was quite fitting that Beverley Sawyer, the inaugural winner of the ATHRA Award for Excellence was at the dinner in the company of her friends from SteamRanger Heritage Railways.

Bev, as she is known, has had a very hands on career with SteamRanger Heritage Railways (SHR) and at some stage has offered her services along with her recently deceased husband Ted to almost ALL areas of their operations.

Bev's activities with SHR have been listed in chronological order as it would be too difficult to capture all the details in any other form.

1988: Bev & Ted officially commenced voluntary work with SHR, however they also called into the Dry Creek Depot on a couple of previous occasions to lend a helping hand.

1988: December, Bev & Ted commenced assisting the then Track Manager Graham Bull as part of the Track team.



Beverley Sawyer, winner of the ATHRA Award for Excellence.

1989: During this year Bev started her duties as part of the On Train crew as a Passenger Attendant

1990: In July she became part of the Catering team with her first duties in the Buffet Car on a journey to Bridgewater.

1990: September saw Bev and Ted commence their involvement by assisting in the Souvenir & Refreshment section of the Cockle Train running at Victor Harbor.

1990: October, Bev for the first time commenced duties as a Buffet Attendant on the Mount Barker to Victor Harbor Southern Encounter Service.

1991: In January, Bev undertook training to become a Ticket Officer.

1991: In June, after continuous service Bev became the Supervisor of the Buffet Car on the Southern encounter Service.

1991: With additional services requiring Catering, Bev became a Committee member of the inaugural Catering Committee. This committee commenced preparing and providing the requirements for Group bookings for BBQ's, Cold Pack Luncheons and various other food requirements for the passengers of the day. This position included the provision of home made food on many occasions, which was also donated to SHR as part of the ongoing Fund Raising required to assist SHR.

1994: With the retirement of Ted during this year, they were able to avail themselves to many more duties as a "Team" to further assist SHR.



Mount Barker station.

1996: During this year Bev, along with Ted decided to undertake the Safe Working Course so that she could commence duties as a Station Master and Train Manager. Ted went onto complete the course as Guard.

1997: At this time SHR decided to open an Office at the Mount Barker Station to be used as a general office & Booking Office. Of course Bev was one of the first to volunteer to assist on a regular basis.

1997: August, with the regular volunteer roster person taking time for an extended 3 month holiday and Bev was asked if she would fill in. Without hesitation she did. Would you believe that now some 10 years later she still co-ordinates the rostering of all On-Train and Station staff. It is no small task to fulfil the rostered positions to maintain our services. However the rostering of positions also includes an understanding of the health and well being of volunteers and an understanding of why volunteers at times must withdraw their offer due to changed circumstances. Bev handles all this with diplomacy and understanding. At any time Bev can advise that any one of our 60-70 volunteer is in hospital, on holidays or has health issues. She offers great counselling and mentoring to many volunteers. On occasions if a position could not be filled or an unexpected cancellation of a position was advised at short notice, Bev along with Ted would immediately pack up and hop in the car to take up the position to keep things on the "rails".

1997: During this year Bev commenced the banking duties on behalf of the Financial Manager of SHR.

1997: It was also during this year that Bev joined the Operations Committee, this entailed more commitment with a monthly meeting and the follow activities that are incurred with the joining of any committee.

1998: During this year Bev finally took the last training steps and commenced duties as a Station Master.

1999: The workload at the Mount Barker Office became too much for the rostered volunteers and extra hours were needed to cover the workload. At this time Bev volunteered two full days a week to assist. This commitment continued until November 1999. The office at Mount Barker then closed and Bev set up a SHR Home office at her home address.

2000: Very late in the year Bev commenced duties as a Train Manager on the Cockle Train service. She also supported husband Ted who continued with Shunting and other training to continue on to be come a qualified Guard.

2000: Until 2006, with Office equipment now set up at home Bev commenced all sorts of other duties from home. This included vast amounts of copying of ARHS Newsletters, rosters, and volunteer information sheets.

2004: During this year SHR decided to withdraw from the outsourced services of a Booking Agency and Bev along with 2 other volunteers had an extra phone line connected to facilitate the Booking for all of the SHR services.

2005: Bev has continued to maintain ALL of the previously mentioned duties to the benefit of SHR.

2006: During the year her husband Ted was diagnosed with cancer to which he subsequently succumbed. Bev stood down from all SteamRanger duties at this time however following Ted's death she again returned to continue her volunteer tasks

Bev's commitment and impact are best summed up in the words of Andrew McDonough, Manager HR with SteamRanger Heritage Railways:

*It has been a pleasure to research the past of our wonderful Volunteer Beverley Sawyer. Her efforts have*

*always been without fuss. She has maintained a background presence with her involvement in the many aspects of our Railway. Her varied activities have given her the practical knowledge required to deal with many situations.*

*She has continued to be a pivotal contact for the current listed volunteers and all the volunteers that have passed through SHR over the past 20 years.*

*Her commonsense approach to many of the issues presented, have always been satisfactorily resolved to the benefit of the volunteer and the management of SHR.*

*It would be a wonderful acknowledgement of her dedicated years of service should she be honoured with a prestigious award as offered by ATHRA. I also know that she would with pride, acknowledge that her efforts would also be a reflection of the co-operation and assistance given by her late husband Ted so that she could be so involved with SHR.*

Somewhat taken aback by the honour bestowed on her by her colleagues, Bev accepted her Award Certificate to the acclamation of all present. The evening concluded with an entertaining presentation by John Evans from Tourism SA on a topic entitled "Break of Gauge".

*Details of the other Award recipients will appear in future issues of Cinders & Ashes.*



Approaching Port Augusta at the end of a wonderful day on the Pichi Richi Railway.

## RAIL SAFETY REPORT

### Code of Practice for Boilers on Steam Locomotives

The Australasian Railway Association (ARA) through the Rail Industry Safety and Standards Board (RISSB) has embarked upon the preparation of a *Code of Practice for Boilers on Steam Locomotives* for railway locomotive boilers. This document will assist owners who are responsible for boiler maintenance and inspection. A project Brief was presented at the ATHRA meeting in Adelaide on the 15th of September. ATHRA will be a major stakeholder in the process. All parties will be able to contribute and be involved, as part of the RISSB process. The Code will also provide guidance to boiler inspections as well.

Alan Gardner of RISSB has visited the various states, explaining about RISSB's work and the process to develop this Code of Practice. Following this tour, Alan has formed a group of experts to assist him. RISSB's work does not involve the licensing of steam locomotive or boiler operators.

All tourist and heritage rail operators using steam locomotives are minor stakeholders and have the right to input into the development of the Code. The involvement of boiler inspectors will be important and the development of the next generation of inspectors also an important one for the sector to consider.

This is a marvellous opportunity for the sector as it will provide us with an independently validated code to base our practices on. It also gives us exposure to the RISSB processes as any code or standard they produce applies to the rail industry as a whole. As a sector, we need to participate at an appropriate level with every code or standard to ensure that they make suitable provisions for our sector.

RISSB's Project Brief should be reviewed by all those operating steam locomotive boilers. If you would like a copy please advise the ATHRA Chairman at: [chairman@athra.asn.au](mailto:chairman@athra.asn.au)

### RISSB Development Work on Rail Standards

RISSB has commenced the development of the following standards which are very likely to impact upon your railway in the future. ATHRA is a minor stakeholder and will be reviewing documents, but we may not spot things that concern you. The following standards have commenced preparation:

- RDS 7501 - Rolling Stock Acceptance
- RDS 7502 - Workplace Health and Safety
- RDS 7510 - Braking Systems
- RDS 7520 - Body Structural Requirements
- RDS 7524 - Couplers and draw gear
- INF01 - Track Classification
- INF02 - Rail - not the standard for the rail from the steel mill, but allowable defects, wear allowances etc.

The progress on the development of these standards can be view on the RISSB web site, under the Development activities tab: <http://www.rissb.com.au/site/development.php>

It is important that those with subject matter expertise keep an eye on what is going on, for regulators in the future will expect you to be aware of these standards and what they contain.

### Development of Lesson Plans and Checklists

Earlier this year ATHRA put a funding submission to the Standing Committee on Transport (SCOT) Rail Group for the development of lesson plans and assessment checklists. Shortly before the ATHRA Adelaide meeting advice was received that our submission had been accepted and that ATHRA would receive \$57,000 for the project.

Getting this level of support is an achievement for the sector and it is very important that we produce the outcomes set out in our submission.

The submission was based around previous discussions with David Rumsey who has been a consultant to the Transport & Logistics Industry Skills Council. David attended the Adelaide meeting to elaborate on how he sees the project moving forward. David's PowerPoint presentation can be downloaded by following this link:

<http://www.athra.asn.au/files/>

At the Adelaide meeting it was agreed to form a Steering Committee to oversee the project, monitor the progress and to advise the ATHRA Board.

The funding is only sufficient at this time to develop documents for operational positions and some introductory positions. ATHRA will be seeking support through the state organisations by members providing details of their current training and assessment documents to the consultant in order for him to produce the best possible "generic" documents that meet the various training competency assessment documents that form the Australian Qualifications Framework. This will involve the timely provision of feedback by members as well.

Arrangements have been made for David to commence work on the project. ATHRA has forwarded a formal request via their state bodies for rail heritage organisations to send copies of their training and assessment material to David for his information. This will be done confidentially. While it may seem, why not just follow the big rail tourist railways, your organisation may have addressed an issue that they have not done as well or not at all.

The resultant ATHRA document will be a model or generic document that will meet the required unit of competency assessment in terms of content.

You will then be able to review the document for your rail organisation and substitute the relevant terms and photographs of your equipment rather than use a "generic" locomotive or tram. It will be a model document. It may also contain elements that are not required by your organisation, but you will then be able to delete those parts.

Training needs to meet a certain standard and that is everything from a lesson plan, to material and session notes, the delivery of the training all the way down to the actual assessment. There is a very large push that we have our material meet AQTF standard and then the assessment done by a Registered Training Organisation. ATHRA has expressed that this latter requirement will hurt our industry based on lack human and financial resources.

One way to provide an equivalent process is to have these documents prepared in a format that meets the standard. Hence ATHRA's request for groups to supply whatever they have so that we can put it all together. There is a need to do this for every role in the organisation such as drivers, guards, fireman, workshop personnel, track workers, signallers etc, although at this stage, ATHRA does not have sufficient funding to do all these at this time.

One of the difficulties our sector faces, is because of history, we continue to invent our own wheels and not work together to share documents that we can then tailor to the individual rail operators needs. This is an excellent opportunity to share information via an appointed person and receive back a generic or model product that meets the necessary standards.

ATHRA is very conscious of the need for good training. One of the first questions a coroner will ask about – how was the person trained and assessed?

### Ownership of Equipment

While it may be considered that who owns your locomotive, carriage or tram is not a safety matter, it is becoming a matter that the Regulators are now taking an interest in – do you have a written agreement re its use, maintenance etc?

A recent court case over Delaware Lackawanna & Western Railroad donation to the Lackawanna Chapter of the Railway and Locomotive Historical Society in 1939 highlights the need for written agreements on who owns what and how. In 1952 the RLHS offered the locomotive (a camelback or humpback locomotive) for permanent exhibition to a then-private Missouri Museum which was subsequently taken over by the Museum of Transportation owned by the St Louis County. The Appeals court returned the case to the District Court for a review of its decision. The matter is still ongoing.

For a discussion that roams around a bit on the matter, see *Railway Preservation News* website:

[http://rypn.sunserver.com/forum/vi ewtopic.php?t=23615&postdays=0 &postorder=asc&topic\\_view=flat& tart=15](http://rypn.sunserver.com/forum/vi ewtopic.php?t=23615&postdays=0 &postorder=asc&topic_view=flat& tart=15) and for the court decision itself (have your legal dictionary ready)

<http://www.ca8.uscourts.gov/opndir /07/08/063662P.pdf>

For those steam locomotive historians; information on why "Camelback" locomotives were built and their use in the USA to burn a particular type of coal visit: <http://www.steamlocomotive.com/c amelback/> The site notes that there was once almost 3000 locomotives of this type, today only three survive.

### Rail Safety Legislative Update

At the time of writing, (December 2007), the preparation of the various rail safety Acts by the states were:

**NSW** – Act has been consulted, but not yet to Parliament, Draft Regulations – consultation closed 29 October 2007.

**SA** – Rail Safety Bill approved by Parliament, Regulations now being drafted.

**Vic** – Transport Legislative Bill – making a number of amendments to the existing Act has been passed by Parliament.

**WA** – no consultative documents as yet

**Tas** – no consultative documents as yet

**Qld** – Draft Act has been consulted, but not yet to the Qld Parliament

**NT** – no consultative documents as yet.

In respect of the NSW draft regulations ATHRA made a submission focusing on the additional areas not addressed in the NTC model Act. The one good thing about the NSW Draft Regulations was clause 50: where “ITSRR may, by notice in writing, exempt a heritage operator from some or all of the provisions of Part 3 (of the Act – Accreditation) and section 12 of the Act, or any regulations made under those provisions, in respect of that heritage railway. ATHRA will be strongly supporting the insertion of an equivalent regulation in all states.

The following extract from the SA Bill with regard to Assessment of Competence is of interest:

*(2) For the purposes of subsection (1), the competence of a rail safety worker to carry out rail safety work must be assessed—*

*(a) by reference to any qualification or any units of competence recognised under the regulations applicable to the rail safety work to be carried out;*

*(b) by reference to the knowledge and skills of the rail safety worker that would enable the worker to carry out the rail safety work safely.*

The NTC model bill equivalent section 68 recognised only those units under the Australian Quality Training Framework.

## ADELAIDE PRE-MEETING TOUR

Following on from the success of the ATHRA tour in Western Australia, another tour was held in South Australia recently in conjunction with the ATHRA Adelaide meeting. Who could have picked a more ideal week to have the pre-meeting tour and social activities in and around Adelaide?

The tour was open to all ATHRA members and not just the delegates and a total of 22 people participated. This was made up of 9 Queenslanders, 7 West Australians, 4 Victorians and 2 South Australians.

The group all arrived in Adelaide and congregated at Adelaide airport on Tuesday 11<sup>th</sup> September. Our first task was to pick up the mini bus and trailer from Avis. With the kind assistance of our hosts, Brian and Natalie Busch, we made our way to Avis. This time we hired a 25 seat Rosa bus with a small luggage trailer which made for more room for the passengers. For the whole week, Brian was chief commentator and gave us an in-depth history lesson about all the railways in the area.

We started our journey by driving to Gepps Cross to pick up the rest of the group who had arrived in the days prior. With yours truly at the wheel, we set out on the 4 hour drive to Port Augusta which was to be home for 2 nights. After settling into the motel, a quick meal and a few long drinks were had at the Railway Workers Hotel before retiring for the evening.



Morris pay car restored by the Pichi Richi Railway.

The following day it was up early for a quick tour of Port Augusta and some of the sights. Low and behold we even found a SCT train that had arrived in Port Augusta after its overnight travel across the Nullarbor - quite an impressive sight. All the gunzels were out of the bus like a flash (me included) for a quick photo before we chased this train all the way through town to our next stop at Pichi Richi Railway depot.

We were greeted by Bryan and Mary Homann and their wonderful team as they were to be our hosts for the day. The surprise to our group was that while we were to have the Brill Rail Car, Bryan Homann decided that steam would be much more appropriate for the rail buffs. The consist was W Class 933 with CR commissioners car (NSS34), Officers car (NIA36) (reputedly used by Douglas Macarthur) and guards van. The group was given a tour of the workshop before boarding the train for a 10am departure.

With cameras at the ready, we were off. We all sat back devouring the morning tea Mary and her team had prepared while watched the scenery go by. Bryan had organised some photo stops and they were spectacular.

In Quorn the group was treated to a BBQ lunch in the staff quarters before we reboarded the train to go down to the workshops for an extensive tour. Like all railways, PRR have collected a huge amount of rollingstock and have done a fine restoration of many of the items in use. The immaculate restoration done on the Morris pay car was awe-inspiring as it sat beside the legendary Coffee Pot.

The remainder of the afternoon saw yet again a relaxing journey back to Port Augusta.

Thursday morning was a very early rise for a 7am departure and to the credit of everyone; we were spot on time as we had a quick dash down the coast to Yorke Peninsula and Wallaroo. Enroute we made a quick stop at Port Pirie and Port Broughton.



YP Rail's Super Chook set at Bute.

Our major event for the morning was a visit to Lions Club of Yorke Peninsula Railway or commonly known as YP Rail. A three car rail car set (commonly known as a Super Chook) was our consist for the day. Our journey took us from Wallaroo via Kadina and onto Bute. For those not in the know, this is a broad gauge railway (5'3") and remnants of various gauges around these parts. Peter Thompson (President) and his team were wonderful as they entertained us during the journey. Once again we all sat back and watched the scenery go by as we enjoyed morning tea and lunch.

My son Timothy had an even bigger thrill as the budding young engineer was asked if he wanted a cab ride. In the blink of an eye Tim was sitting in the cab telling Kevin Masters how to drive his train. Tim even reminded Kev when he was to sound the horn at every crossing. That's my boy!

On arrival back at Wallaroo it was back on the bus for a mad dash down to the Australian Electric Transport Museum at St Kilda where Ian Seymour was our host, tour guide and tram driver. After a quick tour of the facilities it was time to get serious and play trains. We all bundled onto a tram and had two journeys on two different trams along their tramway. All this was done in between some very heavy showers or rain.

The conditions were very uncanny and fitting as they were the same conditions that we had for the very first ATHRA meeting at St Kilda in June 2004. That evening we had dinner at the St Kilda pub where we continued to enjoy each other's company before driving to our accommodation at Gepps Cross.

Friday morning was yet another early rise as the die hards had not seen enough trains just yet. Our mission this morning was to catch on of Adelaide's new trams from the City at King Williams Street to the depot at Glengowrie. At the depot we were given an extensive tour by Pascal. The depot is very modern with all the safety gear like you wouldn't believe. It was quite a sight. Then it was the back to Gepps Cross for the all important ATHRA AGM and general meeting.

Following the day and a half of meetings, it was a lazy start to Sunday morning where once again we herded the team back onto the bus for a leisurely drive to Mount Barker for a trip on the SteamRanger Heritage Railway. Unfortunately the steam locomotives were out of service so diesels were the order of the day. The usual and mandatory workshop tour for gunzels was in order before we boarded the train headed by board gauge locos 958 and 507. Brian Busch had also organised our own reserved carriage for the trip. Morning tea was served by ATHRA Award winner Bev Sawyer who still had a smile from ear to ear.

Our journey took us through the Adelaide hills down to Strathalbyn and Gawler. The rain made it very cold and along the way the train was held up by bush rangers looking for gold. But never fear, the "Steam Ranger" was there to save the day. A job well done by the volunteers and it was very entertaining.



Adelaide E type tram 111 at the beach terminus of the Australian Electric Transport Museum at St Kilda.



The SteamRanger train ready for departure from Mount Barker.

Our arrival into Goolwa was to see us detrain and board the Brill Rail Car for our journey down to Victor Harbor along the spectacular coast. Lunch was organised at the Victor Harbor Hotel before we then had some free time to explore Victor Harbor itself.

Many took the opportunity to venture onto the horse drawn tram over to Granite Island where superb views of Victor Harbor, fairy penguins and the island itself were to be enjoyed before we boarded the train for our trip back to Mt Barker.

Before returning to our hotel at Gepps Cross, we all stopped for a delicious meal (not that we needed any more to eat) at the Hahndorf Inn. Hahndorf is a German town and the Inn served very traditional German meals and of course real German beer.

As yet another ATHRA tour drew to a close we all reminisced about the great time we had. As South Australia is a mixed bag of all gauges we had successfully ridden on 3'6" railway, two 4'8½ tramways and two 5'3" railways. Very fitting for the ATHRA participants. My closing remarks to everyone on the bus tour were "it's not goodbye, but see you again next time". With that we all retired to our motel rooms for departure the following day.

One can hardly wait until the next exciting ATHRA tour in Canberra in March 2008.

*Paul Rollason*

## WHAT DOES YOUR WEB SITE SAY ABOUT YOU?

Would you send out a monthly newsletter proudly announcing something you did 3 years ago as your latest achievement?

Would you leave a poster on display at your station advertising a special event that took place 18 months earlier?

No one would tell you the answers are anything but **NO** so it is hard to understand why the answer is **YES** on many web sites.

The Internet is a powerful tool that has seen dramatic growth in recent years. Increasingly, people are using the Internet to plan and arrange their holidays and leisure time. Your web site is your cheapest and most penetrating advertising medium. It is critical that you use it wisely.

There are two aspects to your web site:

- appearance;
- content.

Many people put a lot of effort into their web site's appearance. Sure, it looks great to have an artistic site but that doesn't count for much when the content is out of date. If your visitors read about "forthcoming events" that happened 2 years ago, why should they feel confident about anything else they find on your site?

Web publishing is a flexible tool so use it to your advantage. If a web page is out of date and you don't have time to update it, then remove it. When you are building your web site, don't use "Under Construction" banners. Put up the content you have and add the rest later. As long as your site looks and reads like it is complete, no one will know the difference.

Remember, your web site is your marketing tool so take a critical look at it and ask yourself "What does our web site say about us?"

## AROUND THE TRACKS

### ATHRA General Meeting

ATHRA's next General Meeting will be held in Canberra on Friday 14th March and Saturday 15th March 2008. Visit the ATHRA Web site for the details:

[www.athra.asn.au/next\\_meeting.htm](http://www.athra.asn.au/next_meeting.htm)

### The Workshops Rail Museum Honoured at Queensland Tourism Awards

The Workshops Rail Museum in Ipswich was recognised for excellence in the tourism industry winning the Queensland Tourism Award for Heritage and Cultural Tourism as announced at the Queensland Tourism Awards. The Ipswich tourist attraction was also named 2007 finalist in the Tourist Attraction category. The Workshops Rail Museum's Director Andrew Moritz said the award was a wonderful tribute to the talented team at the Museum.

### The 6029 Project ARHS - ACT



Work begins on 6029.

The ARHS - ACT is restoring to running order the massive Beyer Garratt articulated steam locomotive 6029. When in NSWGR service, this 4-8-4 + 4-8-4 giant weighed 265 tonnes and had a tractive effort of 63,000 lbs (280kN) - equivalent to about 3,000 horse power.

ARHS - ACT last ran 6029 in 1981 and it was then 'retired' to await major repairs. Now the **6029 Project** has been launched to restore the loco with work beginning in earnest in October 2007.



A line up of Adelaide trams at the Glengowrie Depot during the visit by ATHRA Meeting delegates.

### Friends of Hawthorn Tram Depot Victoria

This new organisation has been set up with the assistance of VicTrack to oversee the collection of Historic Trams housed in the former Hawthorn Tram Depot in Melbourne. The Museum is open for visitors to inspect the trams on the 2nd Saturday of the month from 1pm to 5pm. The collection covers the full range of Melbourne's trams.

### Hotham Valley Tourist Railway Western Australia

Work is underway to repair the damage caused the Hotham Valley line by the bushfires last summer. Burnt old sleepers are being replaced, at times up to 25 in a row.

Much of the HVTR line has long been inaccessible by any means other than train, trail bike or "shank's pony". This has required the construction of significant amounts of access roads to enable repairs to be carried out to the bridges and the many culverts that were burnt out.



A big job calls for the right equipment - a linear scarifier at work on the Hotham Valley line.