



Newsletter September 2017

From the Chair – by Chris Martin

Dear members and friends,

It has been a while since ATHRA has released a newsletter – primarily in the past due to a lack of resources committed to communicating across the sector and secondly as ATHRA was only responsible to the state groups who should then have relayed activities to the sector. While this was happening in some states, in others it was not.

Following a recent restructure of the ATHRA constitution and some enthusiasm in the board for major progress I believe we are now on track towards adding significant value and leadership across the tourist and heritage rail sector. As with most of our activities in this sector – (a sector which I continually mention is the largest volunteer sector looking after technically complicated equipment and infrastructure in the country) we rely on volunteers to deliver outcomes. To do this we need access to people with skills and interest in the national scene to step forward and assist – there will be more about this throughout this and future newsletters.

I am indebted to Brian Williams from WA who has stepped in to provide secretarial assistance including production of this newsletter.

At the ATHRA Board meeting held in Adelaide on 26 August the Board felt there was a need to improve the current communication strategy. As a result I welcome you to this edition of the ATHRA newsletter which it is hoped will be the first of a new series of informative releases to member groups following our meetings.

Board Restructure

As you may be aware the ATHRA board recently voted to change its mandate from being a board responsible to the state groups to a board responsible to the tourist and heritage rail and tram businesses (museums and operational groups) across Australia. The new Rules of Association (Constitution) were registered on 17 May 2017. The Board now has a mandate to communicate directly with the rail businesses and to establish a more outcomes focussed team to deliver benefits across the sector.

The Board will now consist of 7 state representatives elected by the member rail groups of each state. This Board member will come from a paid up member of the rail groups in that state and will be elected by the other member groups in that state. The 7 State board members can then elect up to a further 7 seconded board members for their skill base and their capacity to commit to national projects. While it is desirable these seconded members come from the member railways this is not a requirement. Only the 7 state elected representatives can vote to modify the constitution at AGM's.

The Board and the association is presently in a transition stage – with the past board members nominated by the state groups remaining as members of the board until the first AGM proposed for May 2018 in Adelaide. Existing members of ATHRA via their state groups will remain as members until the close of our financial year at the end of March 2018. Members wishing to be part of the

new ATHRA will need to pay their memberships by then for the 2018/19 year. Membership has been set at \$200 for a full member and \$100 for an associate member who has no voting rights.

As part of this newsletter there is a Membership Application Form for all State member groups to complete in accordance with Section 5 of the Constitution. These application forms are for each individual Tourist and Heritage Rail/Tram business (museum or operational) and on completion, they are to be sent to the Secretary of ATHRA at secretary@athra.com.au by the end of December 2017.

Upon receipt, a membership data base will be established in readiness for the issue of invoices and the call for state board position nominations and elections. The State Representatives will need to be elected by March allowing some time to prepare for the AGM in May.

Other News

In addition to the re-introduction of this newsletter the Board felt that:

- there was a need to revamp the current website to separate the tourism promotions aspect from the sector support. The working group consists Chris Martin, Chris LeMarshall, Trevor Horman. Our Webmistress – Judy Mackenzie has already commenced modifying the Great Rail Experiences Australia Page – which has been in existence for a couple of years as a landing page and URL – by splitting and redirecting as follows:-
- <http://www.athra.asn.au/> will be the ATHRA information page while
- <http://www.greatrailexperiencesaustralia.com.au/> (in maintenance as per above at the time of writing) will be the tourism page.

The following items were discussed at the ATHRA Board meeting, in Adelaide, which are provided for information to member groups.

- A matrix of tasks and allocated resources and an action list will be uploaded to the ATHRA website for all to review in the coming weeks.
- A Constitution Review Group has been established to address issues raised within the sector in the final stages of acceptance of the last constitution. These will be submitted to the AGM.
- The ATHRA Reorganization is to be reframed and existing State Groups can opt in when they see the benefits of membership. What does this mean for State Groups? ATHRA wants to have strong/active state branches and it is essential there is one state representative to represent the sector in each state.

The State Branch will represent the state membership, as it currently does, on local and state issues. They will;

- Organise regular meetings within the State membership
- Organise one-off issue based membership meetings
- Run Workshops/Conferences
- Call for comment, input and contribution
- Foster informal conversations/networking
- Engage directly with local and state government through advocacy and direct action. (with input from the ATHRA Board if required.)
- Provide representation on State issues to ATHRA Board and national working groups.

E-mail: secretary@athra.asn.au

A working group of Steve Strangward and Bob Sampson will be looking at drafting a set of duty statements for ATHRA Board members and upon completion and after ratification by the Board these statements will be distributed to all member groups and available on line.

A further working party consisting of Chris Martin, Frank Hussey and Steve Strangward are to look at the introduction of Heritage Operations Processing (HOPS) software as a replacement or adjunct to the ATHRA Website for managing all communications and documents relevant to the sector. The program was developed in the UK as a tool to assist management of Heritage Railways and may also – following assessment be put forward for management of railways in Australia. Refer www.heritage-ops.org.uk for further details.

Peter Ford reported that the Australian version of the Rollingstock Maintenance Code of Practice is completed, other than the formatting and placing of pictures. The braking document is 76% completed. This is in development by the same team who prepared the Boiler Maintenance code of Practice via RISSB.

Frank Hussey and the Training and Assessment Group are aware of the need to develop training and assessment material for maintainers of our Heritage Rolling Stock, Boilers and Track, as ONRSR are increasingly seeking evidence of competency in these fields. The general material available needs to be scaled to the relevant levels for our sector. The Rolling Stock Code of Practice will be an important input into this process. Further training modules are being prepared, with Diesel and Rail Motor Drivers at the top of the list along with an AQF competency for shunting.

Draft discussion documents prepared for Steam Drivers and Steam Firemen were presented at the last meeting and approved by the Board.

HOWSA (Heads of Workplace Safety Authorities) is still to confirm that the training material meets their approval so that the High Risk licencing requirement can be transitioned to industry based training. Further details on the training and assessment progress is available at the end of this newsletter.

Future meetings of the ATHRA Board will be twice a year in person – May and November with the latter rotating amongst the States each year. In addition, phone line (conference calls) meetings will be held quarterly to progress matters without entailing face to face meetings.

A working group was set up to examine the requirements for the establishment of a Secretariat function, including funding for a CEO. This group consists of the Chairman, Vice Chairman, Treasurer, Steve Strangward and Frank Hussey.

The ATHRA Board looked at two insurance quotes to provide cover for Protector Liability. The acceptance was approved subject to the coverage of current ATR (Victoria) assessors and the suitability of the policy. The ATR assessors will transition to the national ATHRA training and assessment program once the framework is full established.

ONRSR UPDATE

E-mail: secretary@athra.asn.au

Julie Bullas and Peter Doggett presented on the following topics:

1. Developing a guideline on ONRSR's expectations to management and competence of heritage boilers.
2. Drug & Alcohol Review and recommended changes and the impact these may have on the T & H sector.

Australia road show – except Tasmania – at which 5 submissions were from the T & H sector. Some changes were made.

Recommendation 1 – each operator can choose what method of drug testing they wish to undertake based on organisations risk profile. T & H support – cost of support, how can ONRSR help, skills & training of testers.

Recommendation 2 – level of random testing should be risk based. T & H supported this.

Recommendation 3 – T & H sector recommendation supported. Rail Transport Operators should not be required to conduct tests to evidentiary standards.

Recommendation 4 – Compulsory testing following a prescribed incident to be mandatory in legislation. The prescribed incidents for testing require further clarification.

Other topics covered in the ONRSR presentation covered:

Occurrence reporting – revised guideline material

New requirements for monthly returns

Summary of ONRSR/ARA/RISRB Roadshows and actions taken from these

High Risk work licences – HWSA – ATHRA competencies

ONRSR Corporate Plan and key focus focuses for 2017/2018

Operational issues discussed by Peter Doggett:

Queensland legislation had exemptions for low risk operators whereas ONRSR does not.

A T & H operator building new rollingstock to a heritage design. Can't replicate what was appropriate in 1906. Peter advised that there is middle ground for this.

ATHRA presented the following topics to the ONRSR representatives:

Model SMS for the T & H Sector – what is ONRSR current view. If favourable ATHRA to set up a working group. Implementation of the model would be supported by the working party. ATHRA will assist ONRSR in the setting up of documents and a training programme to assist T&H operators with risk assessments and the establishment of risk registers.

A regulatory working group, proposed along the lines of the HRA model, will be set up and the need will be to find the right people that are acceptable to the regulator.

An Acronym Directory is to be provided on the ATHRA website.

Queensland no longer requires an accredited medical practitioner for Rail Safety Health Assessments. This will roll out to the other states.

One issue that arose is the Drug and Alcohol Management relative to post incident testing. Are our groups defining who is a rail safety worker appropriately? When drug fluid swipes are conducted how does one address a person who is on prescription medication. Every member of each group is to supply a list of medications, confidentially to one person within the organization so details can be cross checked in the event of a positive reading.

ATHRA Training and Assessment Activity as at 26th August 2017.

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by Steve Deveson ATHRA National Training and Assessment Coordinator

Both the Steam locomotive Driver and Steam Locomotive Fireman's Training Courses are now completed and have been signed off.

Each course comprises:

- Presenter's Notes
- Participant's Workbook
- On Job Workbook
- Off Job Assessment
- Off Job Assessment with Answers for the Presenter
- Training and Assessment Strategy (TAS)

The Competency Assessment Checklists at each level have also been developed

- Steve Deveson is currently working on the Shunting Procedures Training Course
- Steve has trialled the Steam Fireman's Competency Assessment Checklist on several occasions, mainly at West Coast Wilderness railway in Tasmania. This allowed him to make several minor changes to the formatting and assessment criteria. All candidates at WCWR passed the assessment criteria. Because these assessments were completed on a commercial basis, AQF competency units were awarded.
- Steve has also trialled the Steam Driver Competency Assessment Checklist. Twice at WCWR and twice at VGR where both candidates successfully completed their assessments of competence. He will be developing asap a Document Control Register defining version identification and who has been issued with what training courses.

A formal process is now needed to request applications for nominated Locomotive Steam Operations Workplace Trainer and Assessors nationwide. Two assessors have been appointed on an interim basis. Formal interviews will be conducted post September 22nd after Steve Deveson returns from the USA.

Should anyone require further information on matters raised in this newsletter please feel free to contact secretary@athra.asn.au or your current local state ATHRA representative – if you haven't got their details they are on the ATHRA website.

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