



Rail Heritage Australia (NSW) Inc

Representing Rail Heritage Organisations in NSW

www.rha-nsw.org.au

Correspondence to:
The Secretary, PO Box 152
West Pennant Hills NSW 2125
Email: secretary@rha-nsw.org.au

Newsletter – September 2014

MEMBERS' FORUM REPORT

Patron

The Hon Tim Fischer

RHA (NSW) – Member groups

3801 Limited
Binnaway Rail Heritage and Preservation Group Inc
Dorrigo Steam Railway and Museum Ltd
Goulburn Crookwell Heritage Railway Inc
Goulburn Loco Roundhouse Preservation Society Inc
Hunter Valley Training Company Pty Ltd
Illawarra Light Railway Museum Society Ltd
Lachlan Valley Railway Society Co-op Ltd
New England Railway Inc
NSW Rail Motor & Rollingstock Preservation Assn Inc
NSW Steam Preservation Co-op Society Ltd
Oberon Tarana Heritage Railway Inc
Pacific Coast Railway Society Inc
Regional Heritage Transport Association – Junee Inc
(incorporating Tumba Rail)
Richmond Vale Preservation Co-operative Society Ltd
Robertson Heritage Railway Station Inc
Rothbury Riot Railway and Steam Museum Group Ltd
South Pacific Electric Railway Co-op Soc Ltd
Steam Tram and Railway Preservation (Co-op) Soc Ltd
Transport, Signalling and Communications Museum Inc
Zig Zag Railway Co-op Ltd

Committee of Management

Dr John Glastonbury AM	President
Sam Burgess OAM	Vice President
Bill Pascoe	Secretary/Treasurer
John Healey	(Lachlan Valley Railway Society Co-op Ltd)
Ian Saxon	(South Pacific Electric Railway Co-op Society Ltd)
Darcy Reid	(Goulburn Crookwell Heritage Railway Inc)
Ian Wallace	(Robertson Heritage Railway Station Inc)

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RAIL HERITAGE FORUM HELD ON MONDAY 12 MAY 2014.

RHA (NSW) hosted a Members' Forum on 12 May 2014 at the Innovations Centre, Australian Technology Park, Eveleigh. More than 60 delegates from member groups and other kindred organisations attended the Forum, which was roundly praised.

The keynote speaker was David Morgan MBE TD from the UK, who came to Sydney at his own expense to attend the Forum.

As advised in the last Newsletter, amongst his many positions in the rail heritage movement, David Morgan is the President of the World Association of Tourist Trams and Trains (WATTRAIN) and also of the European Federation of Museum and Tourist Railways (FEDECRAIL). He is Chairman of the Heritage Railway Association, the voice of the railway heritage sector in Britain and Ireland, and of the Great Central Railway Plc in Leicestershire. In addition, he wears many other hats in the heritage scene.

RHA (NSW) was also fortunate to attract a number of other speakers on topics of interest to rail heritage followers. A Q & A panel which included Peter Lowry OAM, Chairman of the recently formed Transport Heritage NSW, Michael Forbes, Chief Executive Officer, Zig Zag Railway, Chris LeMarshall, Director of Linage International and Heritage Liaison Officer for the Australasian Railway Association and Chris Martin, Chairman of ATHRA answered questions raised.

Following the welcome address by the President of RHA (NSW), Dr John Glastonbury, he introduced the first speaker for the day.

Chris LeMarshall, Heritage Liaison Officer, Australasian Railway Association (ARA):

The first session of the day was a presentation by Chris LeMarshall, who has done a lot of work in other states assisting rail heritage groups. His presentation was themed “Setting the Scene, NSW Rail Heritage Sector”. Chris presented a SWOT Analysis (Strengths, Weaknesses, Opportunities and Threats) of the present state of the NSW rail heritage sector which he advised was based on ATHRA data.

While some strengths were identified, Chris concentrated on Weaknesses and Opportunities.

Some of the Weaknesses identified were:

- Lack of extensive collaboration and cooperation in NSW.
- Lack of government support (it is much better in other states).
- Lack of trust.

Some of the Opportunities identified were:

- Establishing greater trust.
- Working together with the need to collaborate and cooperate.
- Running steam trains from Sydney – for visitors and international tourists. (He identified that Sydney has a huge number of such visitors and tourists and the running of regular steam train services out of Sydney would be a great opportunity.)
- The Australian Technology Park would be an ideal venue to base such services.
- Greater utilisation of rail heritage assets – develop and promote them.

This presentation was followed by a Q & A session on the matters raised by Chris LeMarshall.

Keynote Address by David Morgan MBE TD,

This session was themed: “The Long-term Viability of Rail Heritage – A World Perspective – Dos and Do-nots”.

Amongst the matters covered in the address were:

- The comments made by Chris LeMarshall were endorsed.
- There is a long-term viability for rail heritage but there is a need to engage with politicians at various levels to “get the message across”.
- Governments have more to gain by supporting rail heritage than not.
- There is a need to engage with the public, particularly the local community and to widen the scope of interests and to be inclusive rather than exclusive.
- Involve females as much as possible.
- Engage with your volunteers as disputes lead to loss of morale.

In a following Q & A session, David Morgan, in response to a question on potential conflicts between the use of abandoned railway lines for cycleways and walking trails, stressed the need for compromise if possible to make it a “win/win”, not “all or nothing”. It had been found in the UK that cycleways and walking tracks were sometimes placed beside the railway formation, resulting in a win-win situation.

Second Address by David Morgan MBE TD,

Following lunch, David Morgan gave a second address themed “The Role of Museums in European Federation of Museums and Tourist Railways” in which he covered the following:

- Speak to careers advisors at secondary schools to secure skills of young people who want to put something useful on their CVs. (Useful voluntary work can be seen by potential employers as a good community-based initiative. Engaging with young people can be a win/win.
- Engage with other heritage organisations – a lot can be learned from other like-minded groups and their experiences.
- A suggestion by John Glastonbury for the establishment of separate “chapters” for “museums and others” thus distinguishing the “non-operating groups” from the “operating groups” was of interest and was supported.

Chris Martin, Chairman of Association of Tourist Heritage Rail Australia (ATHRA)

Chris Martin spoke on the theme “The role of the National Rail Heritage Association – What it

means to you”. Some of the matters covered in the address by Chris were:

- ATHRA members are the peak bodies from each State and Territory (for example RHA (NSW) representing NSW) with each having two members.
- There are 89 rail heritage groups across Australia, with NSW being the largest with 24 groups.
- It is estimated that, in total, rail heritage contributes \$370 million to the national economy.
- ATHRA has developed a marketing theme “Great Rail Experiences in Australia”. This can be accessed through the ATHRA website: www.athra.asn.au
- ATHRA’s website contains a lot of information, including lesson plans and a technical library.
- ATHRA is looking for help on the national body.

Peter Anderson, ATHRA

Peter Anderson spoke on the theme “Heritage Rail and the Office of the National Rail Safety Regulator”. Matters covered by Peter were:

- ATHRA is becoming a more significant body.
- The key to safety is determining the levels of RISK.
- The National Rail Regulator is facing the challenges of bringing together the former state-based regulators.
- A safety database has been developed by the Rail Industry Safety and Standards Board (RISSB),

David Edwards, Executive Director, Australasian Transport Risk Solutions (ATRS).

The final presentation of the Forum was by David Edwards and was titled: “The July 2013 Lac Megantic (Quebec) Accident – A Case Study – Lessons when a Regulator and Major Operator Got It Wrong”.

Before speaking on the Canadian accident David posed the question: “How Safe is the Australian Rail Industry?” and gave the following answers:

- Generally, very safe by world standards.

- Continued improvement is being achieved.
- There are fewer engineering or mechanical defect caused derailments.
- Level crossings are still an issue, but there is an improving trend.
- Weather related derailments are a concern.
- The key issues today appear to be:
 - Organisational safety
 - Procedural compliance
 - Human factors
- The main question is “What level of safety risk are you prepared to accept?”

David then presented a detailed analysis of a run-a-way fuel train in Lac-Megantic, Quebec on 6 July 2013 as follows:

- The oil train with 5 locomotives ran unmanned for 11 kilometres and derailed in the town of Lac-Megantic.
- The train consisted of 74 fuel tankers containing 7.2 million litres of crude oil which ignited on derailment killing 54 people and destroying 40 buildings.
- 5.6 million litres of oil spilled into the adjacent river and carried 120 kilometres downstream.
- The train had been stabled with the lead locomotive running to maintain air for a full service brake application (with minimal wagon handbrakes applied) and was left unattended overnight.
- Later, following a report that the locomotive was on fire (incorrect - probably exhaust smoke), the locomotive was shut down by the fire crew which attended.
- When the brake air pressure reduced, the train began its 11 kilometre march downhill to the town of Lac-Megantic reaching a speed estimated at over 100kph.

There was general agreement that the Forum had been an outstanding success and Sam Burgess, Vice President RHA (NSW), congratulated the President, John Glastonbury, on the time and effort he had put in to secure quality speakers on such a range of interesting topics.

OBERON TARANA HERITAGE RAILWAY CALLS FOR COMMITTEE MEMBERS WITH EXPERIENCE IN SMS PREPARATION AND SAFETY MANAGEMENT DOCUMENTATION.

Advice has been received on the progress the Oberon Tarana Heritage Railway group is making in restoring the disused Oberon to Tarana rail line with plans to operate heritage services in the near future. As with most such ventures, one of the difficulties faced is the development and documentation of safety management systems to meet the requirements of the rail safety regulators in order to obtain operating accreditation. The group has circulated its members calling for people with expertise in the preparation of safety management plans to join its committee.

RHA (NSW) has contacted the group to discuss whether it can provide assistance or advice in the helping with the preparation and documentation of safety management plans.

ENVIRONMENT PROTECTION AUTHORITY – REVIEW OF REGULATION OF ‘RAILWAY SYSTEMS ACTIVITIES’.

RHA (NSW) has received notification that the NSW Environment Protection Authority (EPA) has recently undertaken a review of the regulation of ‘railway systems activities’ under the Protection of the Environment Operations Act 1997 with the broad objective of determining the most effective framework to regulate the impacts of rail construction and operation activities on the NSW environment and community. The EPA has developed a preliminary proposal based on that review and is interested in receiving feedback from the rail industry.

It is also stated that current exemptions for heritage rail activities are proposed to continue for operators of rolling stock and railway systems used solely for heritage purposes will be unaffected by the proposed changes.

However, operators of heritage rolling stock and railway systems that are used to haul freight for commercial gain may be affected by the proposals. Similarly, operators of heritage rolling stock which is used to maintain railway track and equipment for commercial gain may be affected.

The EPA has advised that it is encouraging rail heritage groups involved in commercial activities to contact the EPA at the following email address:

rail.review@epa.nsw.gov.au

The EPA has also advised that it would be interested in receiving feedback on the proposals from rail heritage organisations, whether they are involved in commercial activities or not. In September the EPA will be exhibiting a position paper that outlines the proposals in detail on its website:

<http://www.epa.nsw.gov.au>

Written submissions are invited from interested stakeholders.

MERRIWA RAILWAY SOCIETY – SEEKING TO OBTAIN ITEMS FOR MUSEUM.

Although the Merriwa Railway Society is not a member, RHA (NSW) is pleased to assist with a request for the provision of items for the Merriwa Railway Museum.

Items the group would like to obtain are:

- An office safe for the Station Master’s office.
- A workman’s trike.

If any rail heritage group is able to assist with sourcing these items, please contact:

Bryan Baker on 02 6548 5000 or by email at:

bryan@ipstarmail.com.au

It was advised that the group was formed in October 2009 and obtained a lease of the Merriwa railway site in November 2010. Its initial aim is to restore the infrastructure and establish a museum. In time they would hope to obtain some rolling stock. They have over 50 members and hold a working bee each month.

If you require any further information on the activities of RHA (NSW) or any items included in this Newsletter, or you would like to make a contribution for inclusion in future Newsletters, please contact:

Bill Pascoe, Secretary RHA (NSW)

Postal Address:

PO Box 152, West Pennant Hills NSW 2125

Emails: secretary@rha-nsw.org.au