



Rail Heritage Australia (NSW) Inc

Representing Rail Heritage Organisations in NSW

www.rha-nsw.org.au

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Newsletter – July 2015

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

John Glastonbury AM President

Ross Jackson Vice President

Bill Pascoe Secretary/Treasurer

Todd Rowling (3801 Limited)

Ian Saxon (South Pacific Electric Railway
Co-op Society Ltd)

Peter Simpson (Goulburn Crookwell Heritage
Railway Inc)

Ian Wallace (Robertson Heritage Railway
Station Inc)

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RAIL HERITAGE AUSTRALIA (NSW) ANNUAL GENERAL MEETING – New Committee members. The 10th Annual General meeting of RHA (NSW) was held on 4 December 2014 at Club Redfern. In accordance with the Rules, three positions on the committee fell vacant at the AGM. These were: Vice President, Committee Member nominated by Main Line Operators and Committee Member nominated by Trike Operators. Prior to the meeting, the three members occupying those positions advised that they would not be standing for re-election. These were:

- Sam Burgess OAM, Vice President, who advised that his health no longer permitted him to provide the required time and effort that the position required.
- John Healey, Committee Member nominated by Main Line Operating groups, who advised that his work commitments detracted from his ability to devote the necessary time to the position.

- Darcy Reid, Committee Member nominated by Trike Operators who advised that he was no longer involved with the Goulburn Crookwell Heritage Railway which had previously nominated him.

The following people were elected to the vacant positions:

Vice President:

Ross Jackson was appointed to this position. He is the National Superintendent, Rules and Safeworking for the Centre of Excellence in Rail Training.

Committee Member nominated by Main Line Operators:

Todd Rowling was nominated by 3801 Limited to fill this vacancy.

Committee Member nominated by Trike Operators:

Peter Simpson was nominated by the Goulburn Crookwell Heritage Railway for this vacancy. Peter is a member of that group.

The full make-up of the current Committee of Management is shown in the box on the first page of this Newsletter.

The meeting placed on record its appreciation for the leadership, time and effort given to RHA (NSW) by the retiring committee members: Sam Burgess, John Healey and Darcy Reid.

ZIG ZAG RAILWAY ACTIVITIES.

Representatives of Zig Zag Reserve Trust attended the last RHA (NSW) committee meeting to provide an update on the activities of the group.

Most member groups would be aware of the problems which Zig Zag Railway has encountered over the past couple of years, including major damage from a bushfire started in the nearby Army range in October 2013 which destroyed locomotives, rail motors and carriages, workshop and equipment and sections of track.

In addition, a washaway on the main road caused considerable damage to the track near Clarence in February 2013.

Zig Zag Railway still maintains rail operating accreditation but only for maintenance work

and at this stage is not permitted to carry passengers.

The group had been an extremely successful heritage operator, second only in Australia to Puffing Billy, and ran daily timetabled services using steam locomotives and heritage railmotors attracting millions of passengers.

Whilst considerable work has been carried out to restore some of the damage from the bushfire and the washaway, legal claims have yet to be settled.

It will be some time before the Zig Zag Railway can resume operations and return to its former glory.

ATHRA – MAINTENANCE CODE OF PRACTICE. The Association of Tourist Heritage Rail Australia is in the process of developing a Code of Practice for rail heritage rolling stock maintenance. The purpose of these Codes of Practice is to implement for the rail heritage sector the co-regulation philosophy that is being applied in the other parts of the Australian rail industry. The co-regulation concept underpinning the Australian rail industry is that the industry will develop proper relevant Codes of Practice and that the Rail Safety Regulator will ensure compliance with those relevant Codes. ATHRA initiated the development of the Boiler Design Code of Practice and a Working Party from the heritage sector developed the draft Code that was then endorsed by the Rail Industry Safety Standards Board (RISSB) as a legal Code of Practice. The Rail Safety Regulator now expects that the rail heritage sector will in future comply with this Boiler Code of Practice. The Boiler Code of Practice can be accessed on website:-

www.athra.asn.au/boiler-code/

ATHRA has a further Working Party currently developing draft Codes for the maintenance of steam locomotives and other heritage rolling stock. This important initiative underpins the regulatory regime for the heritage sector.

Each of the State peak bodies, including RHA (NSW) has contributed funds to ATHRA to this purpose.

ILRMS – SUBMISSION TO THE NATIONAL RAIL REGULATOR ON HEALTH MATTERS.

The Illawarra Light Railway Museum Society has provided RHA (NSW) with a copy of a submission it made to the Office of the National Rail Safety Regulator regarding the health assessment of rail safety workers. This would be of interest to other rail heritage groups. ILRMS operates a 610mm (2ft) narrow gauge tourist railway at Albion Park, NSW.

In its submission it refers to rail regulators previously having published much about the regulatory regime being scalable to fit the size and scope of operations carried out by rail transport operators having regard to the level of risk involved. However, in practice, this scalability has not been apparent or applied to 610mm gauge operators.

The submission drew attention to the current medical assessment procedures for rail safety workers where drivers of the small, slow-speed locomotives used by ILRMS are deemed to be rail safety critical workers and are automatically assigned to category 1 or 2 medical assessment.

The submission pointed out that some of its locomotives are so small that only a single operator can occupy the cab and are usually well below 10 tonne gross operating mass, with some being less than 5 tonnes, and are operated at less than 5 kilometres per hour.

However, the legislation treats these small, single-operator locomotives as if they are multiple standard gauge mainline locomotives operating at mainline speeds on the commercial network under Driver-Only-Operation practices and the driver health assessments for these small locomotives are automatically tagged with a mandatory category-1 health assessment.

The submission raised a number of contentions regarding the medical assessment standards required to operate 610mm gauge heritage railway equipment at speeds less than 20km per hour in Australia. A summary of the main points follows:

- The extra health requirements specified under the current assessment regime do not significantly add to the safety of rail operations (this is the stated aim of such health assessments under the Act).
- They are inappropriate to the risks of operating 610 mm gauge narrow-gauge trains under the above conditions.

- There is a significant financial impost to volunteers that cannot be recouped from medical funds/Medicare etc. because these assessments are deemed to be of an “occupational “nature. Many volunteers are over 60 years old and the cost of these medical assessment is an annual additional financial impost upon those giving freely of their time to demonstrate/preserve industrial railway history for the public.
- There is a significant financial impost on the society if it attempts to reimburse/subsidies the medical assessment costs for members, as it has done until recently.
- The requirement to use authorized health professionals for health assessments adds additional cost to the health assessment for low-speed rail operations for no significant added safety benefit. An effective health assessment for such low-risk operations should be able to be done through other less expensive means.
- At present the moving of small single-driver locomotives (usually less than 5 tones gross locomotive mass) under their own power is specifically prohibited by the Notice of Accreditation for most Australian outfits that operate 610 mm gauge rolling stock. Yet with a car driver’s road license a car driver can drive a vehicle up to 3.5 tonnes that carries 10 passengers and may be towing a trailer at speeds up to 110 km per hour. There is a glaring inconsistency between the medical assessment regimes for road versus rail operators. This inconsistency is even more pronounced for low-speed 610mm gauge rail operations.
- An additional standard of health assessment with lower and less costly requirements is required for low-speed/narrow-gauge rail operations on isolated lines for rail safety personnel who are not and have no wish to be part of the “regular” (mainline?) rail industry. It was requested that this lower standard should equate to the health standard required to hold a car driver’s license in the state of residence of the rail safety worker.
- In a similar way that a car driver’s license does not permit driving a B-double on the road network, there should be a scaled series of health standards for the rail industry that become progressively more onerous as the risk increases.
- The rail regulator should enable/facilitate such a lower level of health assessment to be recognized as acceptable for the operation of

low speed rail equipment on isolated lines, especially those of 610mm gauge, where the small moving mass of the rail equipment and low speeds significantly mitigate the possibility of injury to the operator or public should anything untoward occur.

The ILRMS recommendation was:

The ILRMS (on behalf of other low speed rail heritage operators in the sector) requests that rail safety workers who do legislatively-defined “rail safety critical work” in a low-speed low-risk rail safety environment be classified under Category 3 health assessment guidelines.

RHA (NSW) considers that the contents of the submission should be of interest to other rail heritage groups. Further information can be obtained from ILRMS by contacting

Carolyn Dumont
Hon Chairman ILRMS
Mobile 0409574569

The ILRMS web site can be accessed through:
<http://www.ilrms.com.au/>

ROBERTSON RAILWAY STATION. In 2012, Robertson Heritage Railway Station Inc. (RHRS) celebrated the 80th anniversary of the opening of the Unanderra-Moss Vale railway line and Robertson railway station in 1932. The group produced a booklet in 2007 to celebrate its 75th anniversary and, by 2013, that booklet had almost sold out, so a revised and enlarged booklet was produced, incorporating the 80th anniversary celebrations.

The new booklet “80 Years and More of the Mountain Railway” is now on sale for \$20/copy from the ARHS bookshop at Redfern, Trainworks bookshop at Thirlmere and other retail outlets, as well as through Robertson Heritage Railway Station, PO Box 3212, Robertson, NSW 2577.

The booklet is well illustrated with maps and diagrams as well as many photographs, both black-and-white and colour. Separate sections of the text are devoted to the following:

- Early history of Robertson and local transport
- History of the link railway line
- Description of the line’s features
- Early services on the line
- Present traffic on the line

- Accidents and major incidents
- Observations and personal accounts of historic railway operations, including two essays written by former NSW engine man Tony Good.

RHRS has offered to make the booklet available to other volunteer-based heritage rail groups for \$12/copy so that those groups may on-sell the booklet to make their own profit if they wish.

Enquiries should be addressed to the author, Ian Wallace, c/- RHRS Inc at the above address or by phone on 02 4885 2848.

80 Years and More of the Mountain Railway

HISTORY AND OPERATION OF
THE UNANDERRA-MOSS VALE RAILWAY LINE
AND ROBERTSON RAILWAY STATION
OVER MORE THAN 80 YEARS (1932-2014)



Compiled by
IAN WALLACE

**ROBERTSON HERITAGE
RAILWAY STATION INC.**

J & A BROWN LOCOMOTIVE No. 5 “THE MAJOR”. Leon Oberg has provided RHA (NSW) with a photograph of the iconic British J & A Brown 0-6-4T locomotive No. 5 “The Major” at Thirlmere.

This locomotive was purchased from the Mersey Railway in England by J & A Brown

for use on the Richmond Vale Railway in the Hunter Valley. It was built in 1885, the first of nine similar locomotives purchased from Beyer Peacock & Co by the Mersey Valley Railway. It was the class leader, bearing No. 1 and the name "The Major". When the railway was electrified in 1903 the steam locomotives became surplus to operations.

J & A Brown purchased four of the surplus locomotives and the Mersey Railway No. 1 locomotive became J & A Brown No. 5 but was still known as "The Major". It remained in service on the Richmond Vale Railway until 1942 when it was withdrawn due to boiler problems and placed in storage until 1973 when it was offered for sale. The Rail Transport Museum obtained the locomotive with the intention of restoring it but lack of resources and funding has precluded this.

The 130 year old J & A Brown No. 5 "The Major" has significant international historical importance. It is now over 70 years since it was retired from service and 40 years since it was rescued by the RTM. It would be good to see restoration work commenced before it is too late. RHA (NSW) resolved that it would seek support for the future management of this most significant heritage locomotive.



J & A Brown "The Major" at Thirlmere on 28 February 2015.
Image kindly provided by Leon Oberg.

STREAMLINERS 2016. RHA (NSW) has been provided with details of an event planned to be held in 2016 which will showcase Streamliner locomotives constructed by Clyde-GM and Goodwin-ALCO. It is intended to have over twenty locomotives for a 3-day event centred on the Goulburn Roundhouse from 1-3 October, 2016. Some of the events planned are:

- Passenger train shuttles to Marulan and Yass.
- A day trip to the Rail Transport Museum at Thirlmere.
- Overnight trips on the Southern Aurora to Canberra and Cootamundra.
- Streamliners Express with buffet car from Melbourne to Goulburn

Further information can be obtained from: Streamliners 2016, PO Box 968, Parkes, NSW or from Bernie Barker at bernie@streamliners.com phone 0417 405 752 or on the website: www.streamliners2016.com

G OULBURN – CROOKWELL LINE. It is 30 years in August this year since a passenger train ran on the Goulburn Crookwell branch line. 3102 from Canberra and 3001 from Sydney combined in Goulburn for the historic run as the last official train before the line was withdrawn from service. It is understood that the last train was a service hauled by a 48 class removing the last of the goods wagons from the yard a short time afterwards.

The Goulburn Crookwell branch is largely intact today and the Crookwell yard and the 8 kilometre section of track to McAlister is included in an application by the Goulburn Crookwell Heritage Railway Inc. for a Heritage Operators Licence (HOL). GCHR has accreditation from the Office of the National Rail Safety Regulator as a heritage rail operator for the operation of the

range of rail maintenance and inspection vehicles operated by the NSWGR, collectively

known as trikes. The trike collection within the GCHR membership would easily represent the largest collection of such vehicles in the State.

Whilst negotiations about the HOL application continues, GCHR has been given access to the rail corridor to replace the 100 year old sleepers on the platform road at Crookwell Station. The works plan is in a draft form at the moment but activities will be undertaken during the monthly meeting and work periods for the next three months – August 22-23, September 19-20 and October 17-18. The activities will be hand laying track using the same tools and methods that have been in use for years. Visitors, observers and participants and new members are most welcome.

GCHR is looking to supplement its photographic record of rail operations on the branch line and in particular activities and scenery within the Crookwell yard. If readers of this article have photos in their collection, the GCHR would be most appreciative to hear from them. Contact with the GCHR committee members Peter Simpson, GCHR heritage officer (psnk@bigpond.com) or Albert Melchert (albertm1@bigpond.net.au) is requested.

And what does the Crookwell yard look like today?



A bit hard to tell after the largest snow fall in 30 years covered everything by a foot of snow. Underneath the snow it is in quite good condition and visitors are always welcome.
Photograph provided by Peter Simpson, GCHR.

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

WANTED BY THE PACIFIC COAST RAILWAY SOCIETY.

The Pacific Coast Railway Society has asked for assistance in obtaining two welded steel NSW signal masts to replace two wooden masts which have rotted out.

Warwick Mead of the Pacific Coast group, which is based at Old Casino, advised that he had watched a steam train video on YouTube which showed a triple signal at Willow Tree with a welded steel mast and asks if anyone can tell him if this signal still exists.

If not, he asks if anyone knows where a discarded or salvaged welded steel signal mast can be found.

He would also be interested in obtaining photos of welded steel masts (particularly the one at Willow Tree) and/or engineer's drawings of welded steel signal masts.

Warwick Mead can be contacted by email at: wmbbm@optusnet.com.au or by telephone on 0423 733 207.