



# JOURNAL

**JULY 2011  
ISSUE # 101**

**PUBLISHED BY FEDERATION OF RAIL ORGANISATIONS NZ INC : P O BOX 140, DUNEDIN 9054**

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## LEGISLATIVE REVIEW OF THE INCORPORATED SOCIETIES ACT 1908

### You can have your say!

The Law Commission is seeking feedback on a range of issues and options for reform raised in the recently-released paper: Reforming the Incorporated Societies Act 1908.

There are over 23,000 incorporated societies registered in New Zealand, and tens of thousands of New Zealanders are involved in an incorporated society one way or another.

The Law Commission argues that some of the requirements of the century-old Incorporated Societies Act 1908 are in need of major reform.

The paper can be read on the Law Commission's website. **Submissions can be made online and close on 30 September 2011.**

Go to the Law Commission website now at [www.lawcom.govt.nz](http://www.lawcom.govt.nz)

## NZTA RAIL SEMINARS

By now all rail operators should all have signed up for the NZTA Rail Seminars being held in August. FRONZ welcomes this effort by the NZTA Rail Team to better engage with the rail industry. Those who elected not to attend will be missing a golden opportunity to gain tools and information that can be used in better managing your operation.

## VICTORIAN TOURIST AND HERITAGE RAILWAYS LEGISLATION

The Victorian State Government in Australia have enacted special legislation for Tourist and Heritage Railways, unlike New Zealand where our legislature has taken the one Act fits all approach.

To quote the Victorian Department of Transport "the tourist and heritage railway sector in Victoria makes valuable social, cultural and economic contributions. Around 3,500 Victorians are actively engaged as employees, members and as volunteers in the sector." They also claim that the Act "promotes the long term viability of tourist and heritage railways in Victoria." Would that we had the same recognition in NZ.

The DoT has now released draft Tourist and Heritage Railways Regulations after consultation workshops with members of the 17 affected tourist and heritage railways groups with submissions closing 15 Aug.

More information can be found at <http://www.transport.vic.gov.au/DOI/Internet/Home.nsf/AllDocs/CFD2C2318598FB6CCA25784F00224900?OpenDocument>

## INTRODUCING OUR MEMBERS — Ashburton Railway & Preservation Society

(The Journal intends inviting members to forward an article introducing themselves to the heritage & tourist rail fraternity. This month, starting at A, we have a response from David Oakley of ARPS.—Ed)

With the closing of the Mt Somers / Springburn branch in 1968 a small group of local “steam enthusiasts” who belonged to the local model engineers decided to try and save a small portion of the branchline with the intention to run a steam train on it for the locals and visitors. A public meeting was held and the ‘Ashburton Railway & Preservation Society’ was formed with the goal to save and operate a vintage train as well as to preserve and display some of the local agricultural history as we are a rural town servicing a wide farming district.



ARPS Site; November 2010

From there they secured a lease on the Dubs class ‘A’ that was on static display in the local domain and also secured a parcel of land in the domain adjacent to the former branchline. Restoration started on the loco and a two road engine shed was built on site. By 1973 trains were once again operating on the former branchline being hauled by Dubs ‘A’ 64.

Over time the engine shed had to be expanded as the collection of rolling stock and loco’s slowly grew. One of the more notable exhibits is the Rogers built ex NZR class K 88. This loco was dumped into the Oreti river for embankment protection back in 1926. Its restoration began in 1976 and was recommissioned in 1981. The boiler failed an annual survey in 1986 and a new all welded boiler was made and a full overhaul completed on the loco in 2001.

Our largest steam loco is ex NZR Ja class 1260, built in 1952 at Hillside workshops in Dunedin. Over the years she has had minimal use. A major overhaul was started in 2007 and she finally returned to steam in 2008. We steam Ja 1260 at least twice a year.

On the diesel side we have ex NZR Vulcan Railcar RM50 built in 1939. The railcar still gives faithful service to us and is mainly used in the dry summer conditions when it’s not satisfactory to operate steam locos due to fire risk. We also have a selection of diesel shunting tractors and two ‘A’ class and one ‘Aa’ class wooden carriages and a ‘F’ class guards van and a varied selection of other rolling stock.

Our membership is around 75 members with our ‘working’ membership at about 10 members. Our operating season is between October and May and during this period we will run 15 public running days and in excess of 45 charter trips. We lease and farm around 50 acres of land although this is about to be reduced due to the development of the domain.

We are currently restoring an old four wheeled tank wagon and the Aa carriage, when time permits. The Aa carriage would be one of the last Aa’s with its centre toilets still in place.

Our next event here will be the celebration of our 40<sup>th</sup> anniversary at Labour Weekend this year. We plan to hold a ‘railfans’ day on the Saturday (22<sup>nd</sup>) October and public days on the Sunday and Monday. We are aiming to have all our locos in steam for at least one of the days over the weekend. Check our website for more information.





## TRANZALPINE EXPRESS IN THE TOP TWELVE WORLDWIDE

In August 2011 a new book on trains written by Tim Fischer, former Deputy PM of Australia and host of the ABC Great Train Show will list the NZ TranzAlpine as being in the world's Top Twelve extraordinary train journeys.

Speaking from Rome, where he is currently completing a posting as Australian Ambassador to the Holy See, Tim Fischer said that NZ railways get many mentions in the book but deservedly the most notable relates to the TranzAlpine.

The book is titled "TRAINS UNLIMITED in the 21st Century" and is being published by ABC Books and Harper Collins. It will be launched at Sydney Central on Monday 1 August 2011.

"NZ railways deserve more attention as they survive earthquakes and political mood swings, the book does this. Above all else it highlights that the TranzAlpine has a superb menu of diverse vistas, it has been a bulwark in recent years and is a South Island NZ trip not to be missed", Mr Fischer said.

Mr Fischer added that hopefully in 2012 or 2013 he might be able to make it to the NZ FRONZ Conference to speak on "Gauge and Greenhouse" with modern railways or a related topic, pointing out he took his family on the TranzAlpine a few years back as part of rail research involving brief visits to 72 different countries.

(Tim is a keen advocate for rail and a reader of the FRONZ Journal - Ed)

## ANOTHER STEAM SCHOOL INTAKE - STEAM SCHOOL #4

Ian Tibbles reports that the 4th intake of Steam School reported for duty on 14 July 2011 and are photographed below.

They are from left; Tom, MLS - Ak, Ben - Greymouth, Daniel, P/Point-Timaru, Eric - Nelson Railway, Nathan - Shantytown, Ian Tibbles tutor and Mike - Wellington In the cab is David - Fielding Steam Rail.

A total of 28 students have now completed or are undertaking training since the first intake started in November 2009.

**Course #1** ran from 19 Nov 2009 to Nov 2010.

Eight students were from Wpt, Grey x2, Nelson x2, Amberley, Rangiora & Dn. Six achieved competency, 2 were fine with the theory but couldn't cope with the complexities of an operating locomotive.

**Course #2** ran from 8 April 2010 to April 2011

Seven students were from Ak, Nelson, Chch x2, Timaru x2 and Karamea. Six achieved competency, one has a medical problem which prevented him completing and has a compassionate extension to finish when his health returns.

**Course #3** started on Oct 2010, they are due to finish Aug 2011



The six students on this course are from, Ak x2, Dn, Grey, Reefton, Chch. We started with 8, one pulled out at last minute and unfortunately one passed away after the first block at just 64 years of age.

**Course #4** started on July 2011, they will complete their course on 26 March 2012, the 7 students are from Ak, Fielding, Wellington, Nelson, Timaru, Greymouth x2

For details of the school contact Ian Tibbles at [steam@shantytown.co.nz](mailto:steam@shantytown.co.nz)

Or Tai Poutini Polytech on freephone 0800 800 411 or [info@tpp.ac.nz](mailto:info@tpp.ac.nz).

## NEWS FROM OUR MEMBERS

### Ashburton Railway & Preservation Soc

Just to advise that on the 20th June The Ashburton Railway & Preservation Soc. (better known as The Plains Railway) was the 'Heritage & Environment' Category winner at the Ashburton District TrustPower Community Awards.

A nice award to get and well deserved by our members, some of whom put in 20+ hours a week in 'Tour Bus' season - and almost as many all winter getting everything readied for the next season!

Stefan van Vliet, Plains Railway

### Canterbury Steam Preservation Society

The Autumn 2011 edition of the Steam Scene Newsletter included these views of restoration progress on the Price V locomotive.

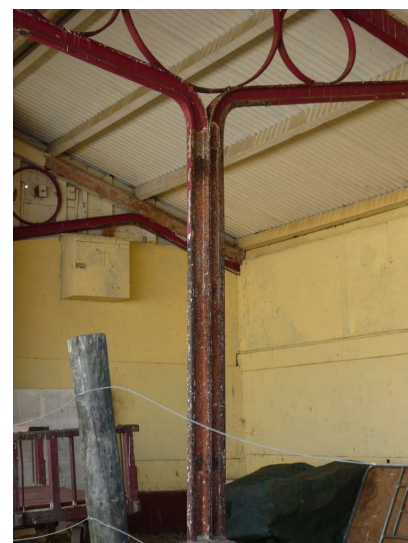


### Glenbrook Vintage Railway



The GVR Staff News of July 2011 records progress on restoration of the Kingsland Station.

It is hoped the station will be much more presentable by the time the new season opens.



### Feilding & Districts Steam Rail Society

The Society's newsletter "Letting Off Steam" of June reports that the Wab locomotive needs a new smokebox tubeplate at an estimated cost \$180,000 to \$200,000. The locomotive has been given an extension to Jan 2012 to allow it complete its current schedule. However the Society has been advised by KiwiRail that there will be no steam hauled Overlander trains this year due to a shortage of drivers, a situation which will also affect the Society's planned excursions.

### Fell Locomotive Museum Incorporated

The Dec 2010 edition of the Cross Creek Telegraph has some interesting research into the accident in 1880 when two carriages were blown off the Rimutaka Incline at a windswept and inhospitable area known as 'Siberia Curve', killing three children. It also includes details of two other accidents in 1904 and 1910 at or near Cross Creek in which railwaymen lost their lives.

**FRONZ JOURNAL # 101**  
**WAS PUBLISHED ON 31 JULY 2011**  
 CONTENTS MAY BE REPUBLISHED WITH ACKNOWLEDGEMENT