



# JOURNAL

AUG 2011  
ISSUE # 102

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

PLEASE SEND CONTRIBUTIONS TO EDITOR BY E-MAIL : [secretary@fronz.org.nz](mailto:secretary@fronz.org.nz)

## IN THIS ISSUE

From the Presidents Desk	1	Jim Staton (DoC) needs help	3
- Public Transport Management Act	1	A Boiler Management Lesson from the UK	3
- Publicise FRONZ Members	1	New Boiler Problems for 3801	3
- Welcome to the Kingston Flyer	1	DoL Warns of Dangers of Unguarded Machinery	4
FRONZ on Facebook	1	News From Our Members	4
Introducing Our Members - BOIR	2		

## FROM THE PRESIDENT'S DESK

### Public Transport Management Act

Recently the Taieri Gorge Railway was required by the Otago Regional Council to apply for a commercial registration for running trains for the rugby world cup games here in Dunedin. This is the first time we have had to meet this requirement and thought we were exempt from registering our train services under the Public Transport Management Act 2008 <http://www.legislation.govt.nz/act/public/2008/0087/latest/DLM1179939.html>

Section 4 of the act defines a “**public transport service**” but excludes (amongst others) “a service— (B) carrying passengers that is operated to transport all those passengers to a predetermined event and (C) that is operated primarily for the purpose of providing a tourism experience.” We are currently looking into this and members should be aware of this part of the act. We are querying how the Otago Regional Council defines a rugby game as not a predetermined event!

### Publicise FRONZ Members and Help Yourselves

FRONZ has tried in the past to get some cooperation from members in a FRONZ brochure and due to the complex nature of the beast this has never been able to be accomplished. A simple solution to this is for your society / group when you next produce your brochure to add the following sentence.

“We hope you enjoyed your visit to our site and if you have an interest in visiting similar preservation railways or tramways a simple guide on where they are located is available at <http://www.fronz.org.nz/members.html>”

You should remember one visit to somebody else's site may spark an interest in them visiting your site thus benefiting everybody.

### Welcome to the Kingston Flyer

We welcome new FRONZ member Kingston Flyer Ltd. The Kingston Flyer has been bought by David Bryce and with the help of long time General Manager and Driver Russell Glendinning expect to have the Kingston Flyer in operation by the end of the year. We hope David can gain benefit from his membership and the FRONZ executive and member groups wish him well in the big job of getting this famous train and railway back in operation.

(Editor's Note: Grant has omitted to mention that he and Russell have spent considerable time over the past 2 years creating a new safety case for the Flyer in the hope that someone would one day resurrect this icon of New Zealand's heritage.)

Grant Craig  
President.

## FRONZ ON FACEBOOK

FRONZ now has a presence on Facebook. You can find us at:-

<https://www.facebook.com/pages/Federation-of-Railway-Organisations-of-New-Zealand/238817776156370>

This site is maintained by Executive member David Maciulaitis.

## INTRODUCING OUR MEMBERS — BAY OF ISLANDS RAILWAY

(Mike Bradshaw of BOIR has penned this contribution to our monthly series on our members.)

The Bay of Islands Railway, under several names, came into existence almost accidentally in late 1984. My wife and I were running a retail store in Paihia, and one day two customers were bemoaning the fact that the line into Opuia was about to be closed and the tracks lifted. "Wouldn't it be better to run a railcar on the line and bring tourists into the Bay" one of them said.

I interrupted and said that I thought it would be much better to run a steam hauled train rather than a railcar. In something under ten weeks that is exactly what happened.

The line and four carriages were leased from NZR. and a steam engine, J1211, was hired from Ian Welsh. Coal was purchased, a loader borrowed and a 4 inch water main installed with a local plumber rigging up a high level valve with a length of fire hose attached.

Staff were hired; no thought of volunteers, so we ended up with two drivers, two firemen, one guard. All ex railway, plus a trainee fireman and guard.

Trains started running, three round trips a day, four days a week from Kawakawa to Opuia, journeys taking around 40 minutes or slightly longer if a photo stop was included.

Being the high tourist season there was no shortage of passengers, we even thought of getting a couple more cars. Instead we ran an evening dinner train, one of the directors owned a large restaurant very close to the line.

The train stopped and 50 or 60 well dressed people scrambled down off the train, crossed State Highway 14 and made their way into the dining room. The train then continued into Opuia and waited until 11/00 or later, and then returned to collect a usually very merry bunch, who once more crossed the SH, but now in the dark and some how got back on board. We took them back to Kawakawa where busses took them back to their hotels.



By the time we disposed the engine and cleaned the cars it was quite often in the early hours. We were back on the job next morning around 7-30.

Once the high season was over it was patently obvious that the service was no longer paying and a group of us formed an unofficial volunteer group and when the inevitable happened and the directors almost literally disappeared over night, we were ready to continue running trains on a much smaller scale.

A smaller engine was borrowed, plus a diesel, and three run down cars were bought and given a very quick face lift in the open air as we had no shed, but we were able to continue and cover all costs. An engine shed, with pit, was created using second hand materials,

and gradually some proper rebuilding of engines and stock took place.

Over the ensuing years, things have now taken on a much more professional look. We now have a much bigger engine shed with a full engineering facility capable of most jobs. A 50 metre carriage repair shop (above left) now takes care of some very extensive rebuilds, just about everything from the ground up. Over at the station a well run cafe serves coffee and meals six days a week in winter, every day in the season.

*(Continued on page 3)*

(Continued from page 2)

In addition to running trains we have embarked on several special events. One of these entails teams of school children plus adult teams pulling a locomotive the length of the town against the clock up the middle of State Highway One.

Another highlight is our Concert on The Platform where a mix of musicians and singers on the platform entertain a huge audience sitting on seats on the track and turntable. The high light of the non rail events has to be our annual Auction and Dinner where, after a magnificent meal, the auctioneers, including our local MP, sell local art works and high quality goods donated by local businesses.

The Bay of Islands Vintage Railway has brought about a very visible new lease of life to an area that was suffering badly, as many small country towns in New Zealand are. Now there are no empty shops and there is a very tangible air of progress in what has become a popular tourist destination.

### JIM STATON (DoC) NEEDS HELP

I am half way through a management alternatives paper on the steam shovel sited behind Lake Haupiri in the Grey Valley, it is an Osgood, with a Johnstone boiler built in Marion, Ohio in 1920. I am fast finding out that it is getting rarer by the day, the only other steam shovel I can locate is the big Ruston crawler type quarry shovel at the Dunedin Gas Works Museum. I would like to ask through the Journal if there are any other known remains of steam shovels (only) around NZ.

Cheers  
Jim

Jim Staton  
Programme Manager – Historic  
Greymouth Mawheranui Area Office, 17 High Street Greymouth, PO Box 370 Greymouth 7840  
VPN 5383 | Office 03 768 0427 | DD 03 768 5383 | M 0274 433 551 | Fax 03 768 7417 | email: [jstaton@doc.govt.nz](mailto:jstaton@doc.govt.nz)  
Conservation for prosperity Tiakina te taiao, kia puawai  
[www.doc.govt.nz](http://www.doc.govt.nz)

### A BOILER MANAGEMENT LESSON FROM THE UK

From the Rail Accident Investigation Board (RAIB) in the UK comes this preliminary report.

#### Investigation into a boiler incident on the Kirklees Light Railway, 3 July 2011

At 12:09 hrs the second passenger train of the day on the 15 inch gauge Kirklees Light Railway stopped a short distance from the terminus at Shelley with low boiler water level. The injectors were unable to maintain the level of water in the boiler which dropped below the bottom of the gauge glasses and the fusible plug melted. The train crew and the railway's responsible officer were unable to diagnose the problem and, after some delay, the fire was dropped. By the time that the decision was made to drop the fire, parts of the firebox and boiler had been exposed to the fire without water behind them for several minutes. During this time there was an increasing risk of a dangerous failure of the boiler.

The RAIB's preliminary examination has found that the flow of water to the boiler from the larger of the two injectors was restricted owing to a valve between the injector and the boiler being nearly closed. The melting of the fusible plug in the firebox was not noticed by the train crew.

The RAIB has issued safety advice reminding operators of steam locomotives of the need to ensure that they have identified the risks associated with boiler malfunction and have suitable processes in place, and briefed, for managing them. This advice covers the need for preparation and routine inspection, and in particular, checking the correct operation of methods of feeding the boiler with water. It also urges operators to review the adequacy of their arrangements for ensuring that the crews of locomotives are competent to recognise signs of low water and are aware of the subsequent actions to be taken.

### NEW BOILER PROBLEMS FOR 3801

And from across the Tasman come this example of what can go wrong with a brand new (and presumably very expensive) boiler.

<http://www.heritageexpress.com.au/pages/legendsofsteam/3801/default.htm>

Major issues with the boiler as received will require it to be shipped back to Germany for a 20 week rebuild (exclusive of shipping time) to correct serious structural, dimensional and quality of workmanship issues.



## DEPARTMENT OF LABOUR WARNS OF DANGERS OF UNGUARDED MACHINERY

### Media Release

18 August 2011

A Lower Hutt-based joinery company has been fined \$25,000 after a contractor suffered injuries to his left hand while operating an unguarded planer.

The Wellington District Court also ordered Grimes & Browning (2000) Limited to pay the employee \$5,000 in reparations following the accident on 29 April 2010.

“The contractor was operating an unguarded planer when his hand slipped and his ring finger came into contact with the exposed blades,” says the Department of Labour’s Central Regional Manager, Brett Murray.

.....

### Media Release

12 August 2011

The world’s largest manufacturer of ancient Kauri wood products has been fined \$30,000 in the Kaitia District Court after a mill supervisor had his fingers severed by a rotating saw blade.

Ancient Kauri Wood Products Limited at Awanui was also ordered to pay \$20,000 in reparations after the Court heard the employee underwent about 20 hours of emergency surgery to have his fingers reattached to his left hand. He still requires treatment to restore the feeling to his hand.

The accident happened on 25 August last year when the employee was using a radial saw - the blade dug in to a piece of timber he was holding and shot towards him amputating his fingers through the knuckles.

.....

“He was working with a revolving blade that was exposed and could be reached from a number of angles because the guards on the machine were either inadequate or non-existent,” says Mr Gibbon.

“A limit stop device would have prevented the saw from moving beyond the edge of the bench near the operator. The blade should have also been adjusted correctly for ripping timber, but the employee was not aware of this safety requirement.

.....

**The Department of Labour’s Guidelines for Safe Use of Woodworking Machinery are available online:**

<http://www.osh.dol.govt.nz/order/catalogue/112.shtml>

## NEWS FROM OUR MEMBERS

From the Cross Creek Telegraph (magazine of the Fell locomotive Museum) come these photos of the Wairarapa portal of the Summit Tunnel. That on the left, circa 1880, comes from the W. Williams collection. The right one shows a lone mountain biker entering the old tunnel in 2009.



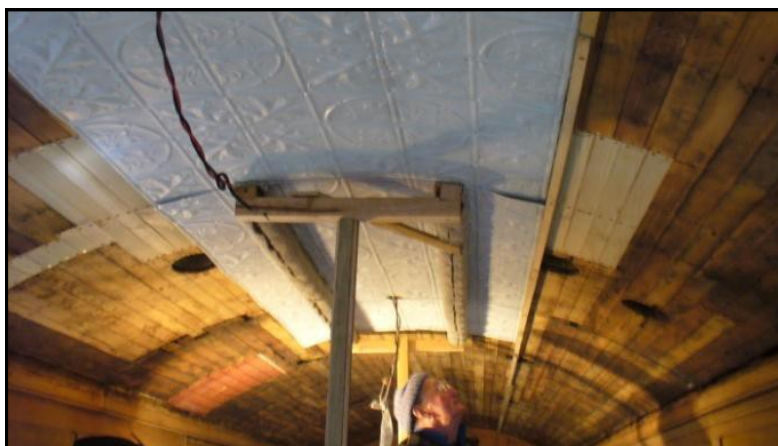
## NEWS FROM OUR MEMBERS (cont.)

### Goldfields Railway

*The Goldfields Express* records the following:

Glenbrook Carriage : Bob Morton, Don Martin, Allan Carter, John Ellin,

The new ceiling panels have arrived from Australia, and again our thanks to Pub Charity, Wellington, for their grant to enable the purchase of the panels.



Each of the panels is 1800 x 900 approx. and with the ceiling itself 2.2m wide and 13.5m in length it requires 3 panels across with the outer edges of the panels being trimmed. 8 panels are required for the length of the carriage, and again the panels at front and back require trimming. Bob is carrying out the task of priming both sides of each panel before it is installed. Don and John have created a special device to hold the panels up to the ceiling while the panels are nailed into place.

### Ferrymead Railway

Ferrymead Railway under snow as seen from the signal box.

Photo by DLA Turner as published in the very last *Flugel*.

Sadly Kerry Young died recently and his photographic magazine recording events and scenes at Ferrymead will be sorely missed by the many who received *Flugel*.



### Bush Tramway Club

Cb117 after assembly and testing awaits a visit from the boiler inspector.