



JOURNAL

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NZTA SEMINARS

FRONZ has been advised that there are no more seminars planned, this time round, but NZTA will be running some more in the future.

Now that this series has finished can those who attended these NZTA seminars, if you haven't done so already, please advise your views and comments to Trevor Burling (trevor.burling@xtra.co.nz) so we can get a feel for how the seminars have been received and if there has been a positive or a negative reaction as we plan to give NZTA feedback from our membership on items discussed.

MEMBERSHIP RESIGNATION

It is with regret that FRONZ has accepted the resignation of the Hawkes Bay Steam Society. This is because their engine 531 is on lease to Silverstream Railway for approximately 4 years. The Society intends to rejoin when the engine returns to the Hawkes Bay.

NZ TRANSPORT SYSTEMS: TEN-YEAR PLAN

"Connecting New Zealand" – the Government's intended policy direction for transport over the next decade - was recently released.

Its three main areas of focus are: economic growth and productivity, value for money, and road safety: Aspects include:

- **Roading:** invest \$36 billion in land transport over the next decade via the National Land Transport Fund (includes \$19.5 billion in State highways and \$12.5 billion of subsidies for regional and local roads and public transport); complete the first set of Roads of National Significance; drive greater performance and value for money from the NZ Transport Agency; and further reduce carbon dioxide emissions from land transport;
- **Roading Safety:** complete the new Safe System approach, including: increasing the safety of young drivers; reducing the consequences of alcohol and drug-impaired drivers; improving roads and roadsides safety; increasing motorcycle safety; and helping people drive to the conditions and encouraging them to comply with safe speed limits;
- **Rail:** make progress on implementing the KiwiRail Turnaround Plan; and complete \$2.3 billion investment in metro rail infrastructure in Auckland and Wellington;
- **Public Transport:** improve the operational efficiency of the public transport system; and grow public transport patronage (with less reliance on subsidies);
- **Aviation:** negotiate air services agreements to provide more access to key trade and tourist markets; improve safety regulation in key areas, including adventure and agricultural aviation; develop a national airspace policy, and an air-space and air navigation plan; get greater performance and value for money from the Civil Aviation Authority and the Aviation Security Service; and review any market barriers to trade; and
- **Maritime:** focus on port productivity; get greater performance and value for money from Maritime NZ; establish a sustainable funding basis for Maritime NZ; improve maritime safety, by introducing new seafarer qualifications and operational limits framework, and a new maritime operator safety system; and improve public information on the performance of maritime and freight transport.

More is at <http://www.transport.govt.nz/ourwork/KeyStrategiesandPlans/Pages/ConnectingNewZealand.aspx>

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{Rather ironic— spending \$36 billion on roading while intending to reduce CO² emissions from land transport. – Ed}

WINDMILL PARTS WANTED

Brian Murphy of DoC (via Jim Staton) writes "I have apparently inherited one of only 2 railway windmills remaining in the country. A local group is restoring it but there is a few pieces missing (not sure which bits yet. It would appear that they were made on the west coast and I thought that with your contact base you might have some idea if we would be able to locate some bits. They have imported Canadian Spruce to redo the vanes so it would appear that they are quite serious about the restoration project.

Regards
Murf
Brian Murphy
Programme Manager Community Relations/Kaiwhakahaere
Hapori-hononga
Murihiku Area Office/Te Tari a Takiwa o Murihiku
Department of Conservation
Ph (03) 211 2415, VPN 5815
Email bmurphy@doc.govt.nz "



(Jim advises that no more info has come to light and the Shantytown windmill is an agricultural machine so of no help.)

PRESERVATION COAL SUPPLIES

(This information from Paul Markholm.)

It looks like there could be a problem getting coal for steam loco use. West Coast hard coals are the most suitable for locos on the network or with railways with steady grades etc.

Cascade Coal from Denniston and Spring Creek coal from Dunollie are the two coals of choice. There is nothing else, unless you want sparks and boil ups..

The problem is Cascade cannot supply at the moment due to a change in the strata and a huge amount of spoil removal to get to coal. This may be available from about March 2012, but the mine management cannot guarantee supply even then.

Spring Creek seem to have similar issues according to this news article.

<http://www.greystar.co.nz/content/spring-creek-forced-suspension>

Unless anybody else has an answer I suggest those needing coal next year put in a big order, now.

"RAILWAYS IN THE BULLER" EXHIBITION

In cooperation with the West Coast Railway Society and the Westport Genealogy and History Group the Buller Library currently has an exhibition on "Railways in the Buller" on display.

This might be of interest for your valued members and associated interest groups. I was wondering if there is a way to forward this information to your members and associated channels to advertise this exhibition? Your support would be much appreciated.

The show runs to 7th October 2011 and is free of charge.

The Railway Preservation Society also have an open day inclusive free train trips on the "Old Dust" engine on Saturday, 24th September 2011 10am to 4pm at Westport yard.

Please feel free to contact me if you need any more information.

With best regards

Michaela Bodesheim | Library Manager, Dip Lib RLIANZA
Ph.: 03 7888030 – option 1
Buller District Libraries www.bullerdc.govt.nz/library
PO Box 21 | Westport 7866
michaela@bdc.govt.nz

CARRIAGE WATER TANK AVAILABLE

We have at our museum the water tank that was in the roof of the old NZR carriage we are restoring – it was used for holding water for toilets etc.

We are not installing it in the carriage & it seems a pity to sell for scrap etc, if there is a group who would like it for a restoration job they are doing.

Bryan Blanchard
Pleasant Point Museum & Railway
ba.mc.blanchard@xtra.co.nz

RM 31 RETURNS TO THE MAINLINE

Standard Railcar Rm 31 "Tokomaru" returned to the National Network on Sat 3 Sep for two days of mechanical test runs combined with crew training.

With trips to Woodville and Eketahuna, RM31 showed that it is indeed fully capable of returning to mainline service. Once crew certification (drivers and guards) is complete RM 31 will be able to return to revenue earning service.

This milestone is a tribute to the many years of hard work put in by the members of the Pahiatua Railcar Society in both restoring the railcar and negotiating the complex and time consuming task of having the vehicle, staff and management systems approved for network operations.



RM 31 is captured crossing the Manawatu River between Woodville and Mangatainoka. *Photo: Daniel Garland*

PREPARING WORKPLACES FOR EMERGENCIES

The Department of Labour's (DoL) Employment Relations section has published a resource to help workplaces prepare for any emergency. A planned emergency response is required under health and safety legislation to protect all people present in the event of a fire, natural disasters including earthquake, chemical spills, LPG leaks, as well as in the event of someone needing CPR and First Aid.

A lesson learned from the earthquakes in Canterbury has been the importance of keeping electronic and hardcopy backup files of essential business information.

The resource is at <http://www.epa.govt.nz/publications/erma-flip-chart.pdf>. Other information on emergency procedures is at <http://www.osh.govt.nz/order/catalogue/emergency-procedures.shtml>

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CASE STUDY OF SYSTEM FAILURE

Bill Hudson of KiwiRail Network has drawn our attention to this article in the NZ Herald. It provides a very useful case study on how incidents occur, and their aftermath.

http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=10743218

The article reports on the coroner's ruling on the death of Byron Solomon on HMNZS Canterbury in 2007. The ruling suggests that responsibility for Solomon's death extends beyond the Ministry of Defence and the Navy to include Tenix (the builder), Lloyd's Register (the ships certifier) and the Government of the day. Also described is the years of finger pointing between the parties, legal wrangling and refusal to accept responsibility.

FURTHER INVESTIGATION INTO CLIFFORD BAY CONFIRMED

On Monday 19 September Minister of Transport Steven Joyce announced that there will be further investigation of Clifford Bay as a base for ferry terminal operations.

Ministry of Transport

OBSOLETE RAIL PARTS AVAILABLE

Dave Head of KiwiRail Networks has advised that KR has variety of obsolete stock for disposal. Because of the size of the file (1.2 MB) it is not attached but can be downloaded at:-

<http://fronz.org.nz/technical/20110704125751229.pdf>

Dave's message reads:

"The stock may be of use to the Heritage groups, and will be sold for the scrap value plus GST and freight

I will have the goods stored on pallets for perusal and if you wish to examine or have any queries please do not hesitate to call me

Cheers and regards

Dave Head
Warehouse Supervisor, KiwiRail Network

Ph:++64-4-498 3385 (internal extn 43385) Mobile 027-277-0948, Fx:++64-4-589 5504
Warehouse No 4, Railway Complex, Elizabeth Street, Woburn, Lower Hutt
P O Box 30741, Lower Hutt 5040. New Zealand"

NEED A VOLUNTEER?

The newly set up Telecom Foundation offers Volunteer Day opportunities for Telecom staff. Telecom staff get one paid day per year to work in the community with registered charities and community groups. This means that over 8,000 Telecom people are now looking for opportunities to do something good for charities, schools and community groups on their paid volunteer day. The Foundation is looking for opportunities for these people, both as individuals and in teams, to spend that paid volunteer day making a valuable contribution.

To find out more about the Foundation and how you can ask for volunteer help, go to <http://www.telecomfoundation.org.nz/volunteering/>

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REVIEW OF INCORPORATED SOCIETIES AND TRUSTS

New Rules for Incorporated Societies: this Law Commission consultation on the legal structure and rules of incorporated societies, seeks feedback on issues and options for reforming the law governing incorporated societies, for example:

- should these societies be subject to minimum governance rules that they cannot vary;
- whether there should be a new Act, if so whether it should include a code covering the obligations of committee members;
- how disputes between members and their societies should be dealt with; and
- which rules societies ought to be required to have in their constitution.

The deadline for submissions has been extended to 31 October 2011. Submissions can be made online at http://www.lawcom.govt.nz/project/review-incorporatedsocieties-act-1908?quicktabs_23=submissions#quicktabs-23
The paper is on the Law Commission's website <http://www.lawcom.govt.nz>

Review of Trust Law...

The Law Commission has released another Issues Paper as part of its review of the law of trusts. This looks at:

- the duties that a trustee owes to the people who benefit from the trust, in particular their duty to inform beneficiaries about trust matters;
- the duties that should be a requirement, i.e., not be able to be excluded by a trust deed; and
- whether there should be limits on exemption clauses for failing to carry out the duties.

The paper also discusses the appointment, retirement and removal of trustees, and the powers given to a trustee.

Submissions closed on 31 August 2011. The paper is at <http://www.lawcom.govt.nz>

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COMMUNITYMATTERS: DIA'S NEW WEBSITE

A new website has been launched by the Department of Internal Affairs (DIA). It is a "one-stop shop" where you can access a wealth of information about DIA's Community Advisory Services, Lottery grants, COGS (the Community Organisation Grants Scheme), and Crown-funded schemes and trusts administered by the Department.

Communitymatters replaces the Department's old www.cdgo.govt.nz website, and is the new gateway to the Grants Online system. It is at www.communitymatters.govt.nz

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NEWS FROM OUR MEMBERS

Tramway Historical Society

Tram Tracts (newsletter of the THS) reports that fundraising for Tram Barn No 3 is progressing slowly. As reported earlier this barn is urgently required to house the trams from the Christchurch Tramway, currently out of action. Sufficient funds are in hand to start the building but more are required for fit out costs. The Society has resource consent but is still waiting for building consent before the barn can be started.

Tram Tracts also reports another urgent fund raising drive to relocate Dunedin No 1 trolleybus from the Wellington Tramway Museum at McKays Crossing to Christchurch. The bus, currently stored at McKays Crossing, is outstaying its welcome.

Weka Pass Railway have achieved another milestone with completion of the restoration of carriage A1731. The carriage, along with 2 sisters, were purchased in 1983 from NZR and formed the backbone of early passenger trains on the WPR. In the mid 1990's car A1731 was withdrawn from service with severe structural problems, and a leaking roof and was sidelined pending repairs.

In 2004, despite opinions it was un-restorable, member Alister McKenzie, retired NZR coachbuilder, optimistically stated that nothing couldn't be restored. The completed carriage is a tribute to Alister and his assistants.

Members and families associated with the restoration of Carriage A1731 pose in front of it on their return from the celebratory trip to Waikari. *Photograph: Margaret Gibson*



Steam Scene (newsletter of the **Canterbury Steam Preservation Society**) reports that the Price bush (or logging tramway) loco, the largest on the railway, is near the end of its major overhaul and will be steam tested for a certificate by the end of August.

The report notes that the hybrid valve gear fitted to this loco was not as successful as hoped, various alterations were tried & the final & current set up is that it can be linked up for expansive working when travelling forward but not in reverse. The valve chests were fitted with liners to reduce the volume of steam & better control wheelslip on the wet rail.

The Boiler inspecting body has given the boiler a future life of about 10 years only, fortunately a similar boiler is now on site for restoration & eventual use



MORE NEWS FROM OUR MEMBERS



An unusual visitor to **Western Springs Tramway, MoTaT**, is this rail grinder, on loan from the Sydney Tramway Museum. It will be used to smooth and reprofile the surface of the running rail.

(According to the Controller, when it arrived it was the only rail grinder on the country but KiwiRail have now ordered their own.)

The grinder now looks in much better condition after a lot of tender loving care.

Source: The Controller

RM133 Railcar Trust newsletter shows the No 1 end of RM121 arriving at Pahiatua on Tuesday 23rd of August 2011 with the eventual aim of being reunited with its sister No 2 end.

The arrival of No 1 end is the culmination of 5 years of negotiation and a complex carriage / railcar swap which included the Trusts restoration of A1412.



Photo montage from **Steam Inc's** "Steamline" newsletter:-

Top Left: One side of the new diesel locomotive work platform on Road 1 in the main shed, built to aid the maintenance of Steam Inc's Da's and diesel shunters. *Photo: Peter Steer*; **Bottom Left:** The air straightener, blower fan and speed increaser are pictured after overhaul and before being fitted into Da 1431. *Photo: Peter Steer*; **Centre:** The large water tank being lifted off its base, before being moved over towards the Rail Air shed. *Photo: John Bovis*; **Top Right:** Overhauled coupling rod straps and cups for Ab 608 are pictured awaiting their eventual fitting to the rods. *Photo: John Bovis*; **Bottom Right:** The completed ashpan is seen fitted to the boiler of Ab 608. *Photo: Daniel Garland*

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