



# JOURNAL

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## FROM THE PRESIDENT'S DESK

Congratulations to Ashburton Railway and Preservation Society for reaching their 40<sup>th</sup> anniversary which was celebrated with a busy Labour weekend and also to the Kingston Flyer who commenced operations again on Saturday 29<sup>th</sup> October with a major opening day (1033 passengers on five trains).

It is pleasing to see these major milestones reached, many of our member groups are reaching maturity and even getting into old age! We should be proud of the accomplishments we have all made in preserving our heritage and long may it continue.

*Grant Craig*



Above— A64 and K88, Saturday  
22 October 2011  
Photo: - D.L.A. Turner



First train for the day of the re-born Kingston  
Flyer departing Kingston, Saturday 29 October.  
Photo:- Arthur De Maine

## PAUL DILLICAR

Paul Heighton advises that our ex-President, Paul Dillicar, is much the same but is doing a bit of reading and occasionally potters around with the computer. He had a couple of turns a few weeks ago and ended up in Hospital but the Doctors believe it's the medication he's on and are adjusting it. Still doing therapy but that runs out shortly, he looks better in himself but gets frustrated at his slow progress.

## ARCHAEOLOGICAL DISCOVERY IN CENTRAL CHRISTCHURCH

An exciting archaeological discovery has been made during the demolition of an earthquake-damaged building in central Christchurch. Six brick furnaces or ovens, likely associated with the Scott Brothers' Atlas Engineering Works, have been unearthed in an area formerly associated with industry from the 1870s.

During the demolition of the 1920s building at Dundas Street the removal of a concrete floor slab exposed a cellar containing two brick furnaces or ovens. Further excavations, under a New Zealand Historic Places Trust (NZHPT) archaeological authority, revealed another four ovens, remains of flues and associated features, such as stamped bricks from three different brickmakers. One oven still contained fuel, believed to be coke, indicating that these were high-firing furnaces.

NZHPT Heritage Adviser Dr Christine Whybrew says the discovery is significant as a piece of Canterbury's early industrial history.

"It is possible the furnaces date from 1885 when the Atlas Engineering Works were awarded the first contract to supply 10 locomotives for the New Zealand government. Discoveries such as this helps Cantabrians learn more about their past before it is removed or covered completely."

NZHPT Archaeologist Frank van der Heijden says the discovery highlights the work of archaeologists recording the city's history following the devastating earthquakes. Since 1 July the NZHPT has issued more than 230 archaeological authorities as part of the recovery work.

"In this instance the owner Smiths City will be preserving the site – but it will be filled and covered by a proposed car park as part of their new development. The important aspect is that the site will remain in-situ, and that it has been recorded."



*Source: NZ Historic Places Trust—Heritage This Month; October 2011*

## SEVEN INJURED IN MINIATURE TRAIN ACCIDENT

(A reminder that small scale and low speed isn't necessarily risk free—Ed)

Seven people injured during the derailment of the miniature Keirunga Park Railway, near Havelock North, have been taken by ambulance to Hawkes Bay Hospital.

Ambulance team manager Abi Payne said the injuries happened when three carriages of the miniature steam train were derailed shortly after midday.

"Six people have been assessed with minor injuries and one with moderate injuries."

Hastings Police said those injured were aged between 3 and 53 years old.

The Keirunga Park Railway's website says there is "a 846 metre track operated by the Havelock North Live Steamers Club. The track winds its way around Keirunga Park in Havelock North tunnels, over viaducts and around scenic rock faces".

Fire communications shift manager Mike Wanoa said initial reports indicated 25 people, some trapped against a fence, were involved in the accident.

"But since we arrived all people have been accounted."

The accident happened during a special Labour Weekend event billed as having "locos from all over the North Island".

The cause of the accident, which was attended by ambulance, fire and police, will be investigated by the Labour Department.

*Source: Fairfax Media; 22/10/2011*



## INTRODUCING OUR MEMBERS — BUSH TRAMWAY CLUB

(Article supplied by Bruce McLuckie)

Hello from the Waikato

The Bush Tramway Club Inc was established in 1965 and operates on a section the former Huntly to Glen Afton branch railway based at Pukemiro Junction. We are currently running on 3 kilometres of track with trains starting and finishing at our base at Pukemiro Junction 11 kilometres west of Huntly. Currently our membership stands at around 50.

All trains are being operated on the first Sunday of the month from April to December and usually consist of the 2 mid size Drewry diesels with 2 carriages in between. These 4 wheel diesels are ex MereMere power station.

### A little bit of history now

The line from Huntly to Pukemiro Junction was opened in December 1915 to convey coal from the large coal field a Pukemiro which was at the end of the line until the line extended to Glen Afton in 1924. After the line was closed from Rotowaro to Glen Afton in 1971 it lay unused until 1974 when the BTC was successful in acquiring it for the Club.

Over the following years members brought in and acquired a wide variety of industrial Locomotives, Bush Jiggers and Rolling Stock. The BTC has 6 Steam engines with 4 being Bush Locos and 2 ex Coal Mine engines. Various small diesels are on site ranging from the little Planet shunter up to the 204hp Drewry shunter. Also other rail vehicles used on the bush trams in the North Island.



*Mamaku Jigger operating at the Glenbrook Vintage Railway earlier this year.*

### What's on the go now:

Currently work is progressing on Peckett 1630 with a return to service in the 2012 season. New restoration projects are the 204hp Drewry, this loco was the first of the large diesel shunters to come to NZ the late 40's and worked for the Ohai Railway Board before gradually moving north to end up at the State coal mines at Rotowaro. Climax 1650 has been pulled out of the shed and is currently starting on the road to a full restoration. The bogies are now away being worked on and the boiler is being prepared in the workshop. This project on completion will give us 2 working bush locos the other being the Price Cb. A passenger carriage is currently under restoration in the woodwork work shop.



*Drewry 204 hp shunter currently under restoration*

Patronage unfortunately has been in steady decline over the last few years with visitor numbers at about 1600, plus charters. Hopefully the completion of the Peckett will see this trend reversed.

On open days our members will operate general passenger services as well as rides in the restored "Mamaku bush jigger", the Goodman Battery electric loco and see demonstration runs by the Price Cb.

Over the years the line side has changed significantly with rejuvenating native bush taking over from the gorse that was so prevalent in years past. This makes for a very pleasant trip for visitors to the line.



## A CLIFFORD BAY FERRY TERMINAL? NEXT STEP

The option of using Clifford Bay in Marlborough as a ferry terminal base is to be further explored, following the finding by an independent commission that there is a financial and economic case for more work on the proposal.

The next step will be to look at the business case for Clifford Bay from a national perspective and consider engineering aspects (work required regardless of the development option).

If the development goes ahead it would cut 30 minutes off the ferry trip between the North and South Islands; 50 minutes off the road trip from Wellington to Christchurch; and 80 minutes off the same rail journey.

Source: Rural Women NZ—Bulletin Aotearoa

## CHARITIES COMMISSION TO BE ABOLISHED

The Crown Entities Reform Bill has been introduced to the House.

This omnibus Bill provides for structural changes to the way the government is organised across the health and charitable sectors, including:

- disestablishing the Charities Commission and transferring its functions to the Department of Internal Affairs, while providing for independent registration and related functions through a statutorily independent board.

Source: Government press release, 29/9/2011

## LESSONS IN UK RAIL ACCIDENT

The Rail Accident Investigation Branch has released its report of the investigation into a derailment on the Bure Valley Railway (BVR) on 30 May 2011. The BVR is a narrow gauge heritage railway that runs nine miles (14.5 km) from Aylsham to Wroxham in the county of Norfolk, UK.

The derailment caused incursion of the wheelset into the passenger accommodation but no injuries were caused.

The derailment was caused by the fracture of the journal end of an axle. Metallurgical testing revealed that the journal end had been previously welded to build it up.

The metallurgical examination concluded that the fatigue forces in the axle caused the growth of cracks, which were produced when the axle journal end was built up with weld metal. This ultimately led to the axle's failure.

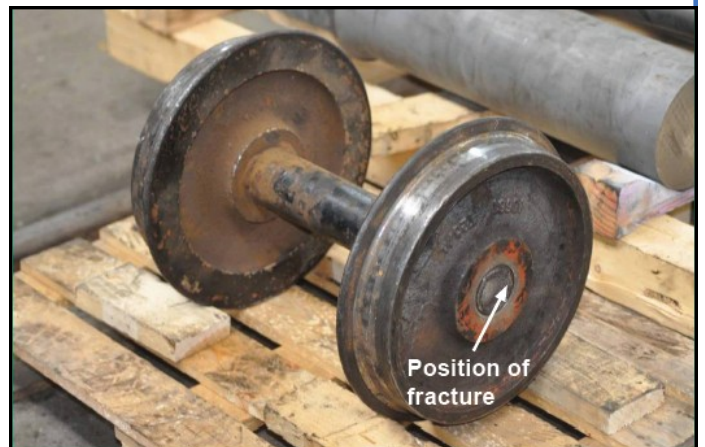
The measured hardness values of the material suggest that the welding was carried out without pre-heating of the journal end causing hard brittle areas (known as martensite) to form in the material.

The tendency for cracks to form in the martensite is greatly increased if hydrogen is present in the weld metal. Hydrogen content can be minimised by ensuring that the weld electrodes are dry before use; the wide crack opening that was observed during the metallurgical examination suggests that high hydrogen content was present and so may have been caused by the use of damp electrodes.

Because the cracks formed in the hard brittle areas of the axle were underneath the weld metal deposited on top, they would not have been visible to the eye.

Whereas axles fitted to trains on the national railway network are subject to a regime of non-destructive testing, this is not generally the case on heritage railways, such as the BVR, where trains run at much lower speeds.

The welding of wheelsets fitted to railway vehicles that run on the main line railway network is prohibited, unless it is set out in a validated procedure (ref. Railway Group Standard Code of Practice GM/RC2496 'Recommendations for Railway Wheelset Maintenance'). Furthermore, any action which would cause weld spatter to fall on a wheelset should also be prohibited.



## RISK MANAGEMENT GUIDELINES

Standards New Zealand (SNZ) is asking for comment on the following draft handbook: DR HB89, Risk Management — Guidelines on Risk Assessment Techniques.

The closing date for comments is 19 November 2011.

SNZ describes the handbook as providing guidance on good practice for assessing risk as part of a risk management process and to assist in making decisions under conditions of uncertainty. It provides an overview of a range of risk assessment techniques, and guidance on their selection and implementation.

Download a copy of the handbook from

<http://www.standards.co.nz/draft-standards/joint-standards/?action=browseDrafts&mod=drafts&draftTypeId=2&page=5>

A quick (skim) read reveals this handbook to be a comprehensive guide to the murky and often poorly understood subject of risk management.

To quote from the handbook:-

“A risk management framework provides the policies, procedures and organizational arrangements that integrate the management of risk into organizational processes throughout the organization at all levels. The framework for risk management is not intended to be a separate management system but to describe the components that need to be integrated into an overall management system.”

This may be a good chance for members to obtain a free copy of the guidelines, albeit in draft form.

## NEWS FROM OUR MEMBERS



### Tramway Historical Society

President Graeme Belworthy turns the first sod for the society's new Tram Barn No. 3.

This building became an urgent requirement, following the devastating earthquakes that hit Christchurch. The Christchurch City Tramway trams had to be rescued from around the city and are now stored outside at Ferrymead.

A major fundraising effort to erect a building for the trams has achieved \$93,700 as at 5 October allowing construction to start. Members are building the foundations with voluntary and contract labour and Total span will start the building in a few weeks.

Photo: George Wealleans (En Camera photo journal)

On Friday 28 October 2011, former Invercargill Birney #15, which is being restored at the Ferrymead Historic Park, had its first test runs, completing three trips from the Ferrymead tram barn to Moorhouse township.

Returning through Moorhouse Square, 15 passes stored CBD trams Brill 178 and Melbourne W2-type 244.

December 20 will mark the 90th anniversary of #15's entry into service in Invercargill.

Photo: D.L.A. Turner



D.L.A. Turner



## MORE NEWS FROM OUR MEMBERS

### Nelson Railway Society

Right: Members hard at work on restoring their W wagon

Photo: Nelson Railway Society News

The News also notes that carriage A173 has had Lino laid thanks to a grant and work can now start on seats and finishing the windows.

Also included are photos of the station refurbishment and work on riveting repairs to the boiler of Wf403.



The Ocean Beach Railway News records the sale of the ticket office which has served the railway for many years. This building replaced the original "Berry Box" (a telephone box provided by member Graeme Berry) and in turn has been replaced by the refurbished Katiki Station.



KiwiRail Express records the tribute paid by the company to the work of the Rail Heritage Trust over the past 20 years in protecting and administering rail heritage in New Zealand.

"The trust was a response to the huge changes taking place in rail in the 1980s and '90s," KiwiRail Communications Adviser Kevin Ramshaw said. "It was also a recognition that a number of railway stations, many with high heritage value, were no longer needed."

Kevin Ramshaw said the trust's work had evolved over the years. As progress was made with stations, the need to help heritage groups preserve rolling stock and other significant structures, increased in importance.

"Some may wonder why rail heritage is important? But the answer lies in the prominent role rail played in communities during the period when it was the most important means of transport."

Euan McQueen, who has chaired the trust since it was established, responded with recognition of the supportive role played by successive railway authorities since the trust was founded in 1991. The trust would not exist without that assistance, he said.

"There is a lot of affection for the railway still out there" he said. "Proud organisations have a proud history, and that awareness needs to be kept alive. RHTNZ is part of creating and maintaining part of that awareness."

(Abridged from original article—Ed)



*Euan McQueen cuts the cake with colleague Mike Mellor looking on.*