



# JOURNAL

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

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## BEST WISHES FOR 2012

The FRONZ Executive wish all members a safe and prosperous 2012. May your projects succeed, your membership increase and customers flock to enjoy the fruits of your endeavors.

Summer vacations are a time when people relax and perhaps take less care (often assisted by alcohol). Members need to maintain your usual standards and vigilance to ensure your patrons do not compromise their own safety and your good record.

## HOW SAFE IS YOUR RAILWAY OR TRAMWAY?

FRONZ Executive has been advised by ATHRA of an incident that happened on the ZIG ZAG Railway in New South Wales.

The report of the Office of Transport Safety Investigations (OTSI) can be accessed from their website at:  
<http://www.otsi.nsw.gov.au/rail/Interim-Factual-Statement-Zig-Zag-Collision-2011-04-01.pdf>

We suggest members read the report to appreciate the conditions that led to this incident, and the recommendations made by the OTSI,

Following advice of this incident, we felt it was timely to remind members of the need to continuously assess risk levels and review procedures to ensure systems integrity is maintained. Also examine your respective operations to ensure procedures are robust, staff clearly understand them and carry them out.

### THE OTSI REPORT

**“ATHRA ALERT #56 – December 2011 NSW Office of Transport Safety Investigations Collision – Hi-Rail & Rail Motor – Zig Zag Railway**

The NSW Office of Transport Safety Investigations (OTSI) report on a collision between a Hi-Rail and Rail Motor The collision took place on the Zig Zag Railway on 1 April 2011 and injured two workers.

The incident was a result of lack of awareness resulting from procedural errors and poor processes. The report examines the errors and other contributory factors that resulted in the collision. Other safety issues were identified in the report and recommendations made. These included operational procedures, safe working monitoring and audit, maintenance of Train Register books, review of the structure and staffing of safety operational procedures and incident reporting.

### Key Messages

- The inherent dangers in our activities must never be under-estimated.
- The OTSI report is very important reading for members and workers at all tourist and heritage railways and tramways.
- Understanding how one error or omission can lead to another resulting in an incident of a serious nature.
- Clear communications between workers and following established procedures is vital.
- Safety is everyone's responsibility.

(Continued on page 2)

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### Recommended Actions

- Distribute this Alert to all your operational workers regardless of their position recommending that they read the report.
- Board Members, Safety Officers, Safe working Managers and Accreditation Officers should review the OTSI Report recommendations and implement any that have relevance to your circumstances.
- Review your safe working compliance, internal monitoring and auditing programs and ensure that you follow any findings through.
- Examine Communication systems to ensure their effectiveness at all times.”

## ANOTHER SALUTARY LESSON FROM THE ZIG ZAG RAILWAY

This tale of woe from the Zig Zag Railway comes courtesy of The Weekly Railway Churn, #62.

### Zig Zag Railway Suspends Services

Over the last month, ITSR (Independent Transport Safety Regulator - Ed) has conducted a full audit of our accreditation, including maintenance activities. The outcome was that they couldn't see a paper trail showing the competencies of those involved in certifying our maintenance so they requested we engage a suitably qualified independent rolling stock specialist to undertake Safety Condition Assessments (SCAs) of all ZZR rolling stock, and suspend the use of any rollingstock until it is assessed. Merv Gaut has kindly agreed to conduct these SCAs for us.

The intention was to assess the Rail Motors first and then run these until sufficient other rolling stock and locomotives had been assessed to resume full steam operations.

Unfortunately when the Rail Motors were assessed on Friday it was discovered that there were issues which needed attention before they could be certified as fit for purpose, and safe to operate. Estimates are that repairs could take up to a week to complete. We are currently hopeful of having the Rail Motors back this Friday (16/12). After the Rail Motors, the plan is to assess 1004, the Evans Cars, then 1049 and 218.

In the meantime we have no option but to suspend all operations. Obviously this is very regrettable, but as always, safety comes first.

(The Zig Zag web site now states that only rail motors will be running during January.— Ed)

## DEPT OF LABOUR CONSULTATION

Input is being sought by the DoL for the new **Best Practice Guidelines for Working at Height** in New Zealand.

When completed, the Guideline will:

- Provide practical guidance to those engaged in working at height on how they can meet their obligations under the Health and Safety in Employment Act 1992 and its associated Regulations.
- Help managers, supervisors and employees understand how to work safely and prevent falls while working at height.
- Outline some of the significant hazards and best practice control measures and solutions to prevent harm occurring to employees, contractors and members of the public while working at height.

### Public Consultation

The Department of Labour, in conjunction with the construction industry stakeholder group, welcomes your comments on this proposed document.

There will be a seven week consultation period for the guidelines and feedback will be accepted by email, post or fax (provided the attached Proposed Amendments and Response Form is completed). Feedback is being sought on the Guidelines' structure, language, training suitability, relevance and content.

### Deadline for feedback

Feedback must be received by 5pm on Friday 27 January 2012.

See <http://www.dol.govt.nz/consultation/working-at-height/index.asp> for more information

## NRSS 4 COMMENTS DEADLINE EXTENDED

The close off for comments on the draft Issue 3 of NRSS 4—Risk Management is now Monday 9 January 2012.

Comments should be sent to  
Graham Dilks  
NRSS Executive Secretary  
[Graham.Dilks@kiwirail.co.nz](mailto:Graham.Dilks@kiwirail.co.nz)

## DRIVING CREEK RAILWAY CELEBRATION

Our one millionth passenger.

On 24th December 2011, the Driving creek Railway in Coromandel celebrated its one millionth passenger. She was Ms Yoon Lee from Auckland and received a life-time free pass on the railway together with an autographed copy of Barry Brickell's newly published book "Rails Toward the Sky" \* (David Bateman, 2011).

The celebration took place after the scheduled 2.00 p.m. train returned to the base station just after 3.00 p.m. A specially presented "railway" cake was cut and slices offered to the other passengers who were looking on. Set on top of the cake were candles symbolising one million. Ms Lee was also presented with two DCR pottery mugs.

Calculation for the millionth passenger was worked out by Tom Elliott of management staff. The figures began from October 1990 following the arrival of the long awaited letter of authorisation from the then Minister of Transport enabling fares to be charged to the public as passengers. This replaced the very paltry returns received under the previous donations system.

So, it has taken 21 years for the Driving Creek Railway to host its millionth passenger. But with increased seating capacity following introduction of the two new "trains" (actually self-propelled railcars), the "Snake" in 1992 and the "Linx" in 2004, we expect it should take rather less than 21 years to achieve the next millionth. A good reason for the railway's builder and owner, Barry Brickell, to survive well into his nineties in order to witness it!

There is no proposal to build more passenger rolling stock in our own workshop but rather to continually improve the existing units. Between 1990 and 1992 we were limited in seating to 23 adult passengers using the diesel locomotive "Elephant" with a simple double-bogey passenger carriage attached. Some passengers crammed into the loco. cab as well. Both of the new "trains" have a seating capacity of 34 adults each and during busy times are run as double-headers separately, one behind the other. Between 1994 and 2004 a small unit the "Possum" carrying 14 passengers was also used. Today, it is used during off-season times allowing the larger units to be maintained in the workshop. But before the "Linx" was introduced in 2004, it was necessary to run triple-headers, a procedure that was not looked upon favourably as there was no back-up service available in an emergency.

The Driving Creek Railway has exceeded all expectations as a major tourist attraction on the Coromandel Peninsula as well as a benefactor to Coromandel Town and the district. At a mainline length of a mere 2.6 kilometres, there are no plans to extend it beyond the high altitude terminus the Eyefull Tower, especially in view of the increasingly rugged terrain. After 32 years of heavy and challenging work, Barry now prefers to be more relegated to his studio.

Barry Brickell.

\* This book covers construction and operation of the Driving Creek Railway and describes with much illustration, other associated projects such as the native forest restoration and wildlife sanctuary ones. It also includes notes on the potteries and other art works.

Barry Brickell,  
380 Driving Creek Road,  
Driving Creek,  
Coromandel.  
07 8668703



## UTILITIES ACCESS CODE NOW IN FORCE

The [Utilities Access Code](#) came into force on 1 January 2012. This code controls the interaction between utility operators and transport corridor managers.

Railway operators need to be aware of their obligations (and those of utility operators) under the code, the [Utilities Access Act 2010](#) and the [Railways Act 2005](#), Part 3, Subpart 1—Protection of rail corridor.

Later this month FRONZ will be advising Territorial Local Authorities (TLA) of our members in their district. However it would be prudent for you to contact your TLA and utility operators (water, power communications, etc) and make sure they are aware of your existence and have your contact details on file.

A recent incident late last year highlighted the need to be vigilant. One of our members was contacted by their local council regarding the council wishing to install a water pipe across the rail corridor. While the consultation was underway, but before agreement had been reached and an easement granted, the council's contractor dug up the railway and laid the pipe. Fortunately for all concerned there were no trains running that day.

## NZTA RAIL SAFETY UPDATE

The NZ Transport Agency Rail Safety Update (Summer 2011 issue) reports that a major project for 2012 is to revise the "Rail safety licensing and safety assessment guidelines"

The expectation is that the new guidelines will be easily accessible on the NZTA website, that they will be broken into separate topic areas that will be well indexed, searchable and able to be printed in part or in full. It is not intended that the NZTA would produce hard copy booklets for distribution as has been done in the past.

The Rail Safety Update also includes a revised incident report form and some statistics of accidents and incidents recorded in their Rail Information System.

Of interest to some members is the article on rail bridge strikes and the efforts NZTA and KiwiRail are making raise the awareness of bridge strikes and communicating this message to road users.

The Rail Safety Update will hopefully be available on the NZTA web site before long.

## NEWS FROM OUR MEMBERS

### Weka Pass Railway

An essential requirement of any railway is the work train.

Weka Pass's regular track team of Gary Kelly, Tony Naughton, Harry Henderson, Don MacGregor, Allen Birch, Jason Brunt (and other members as available to work) estimate that they have replaced over 330 sleepers to date as well as the other essential tasks required to maintain the track in good order.



Photographer Tony Naughton captured these views of the work train and the crew replacing sleepers with the aid of a digger.

Source: *Frog Rock Times*; December 2011

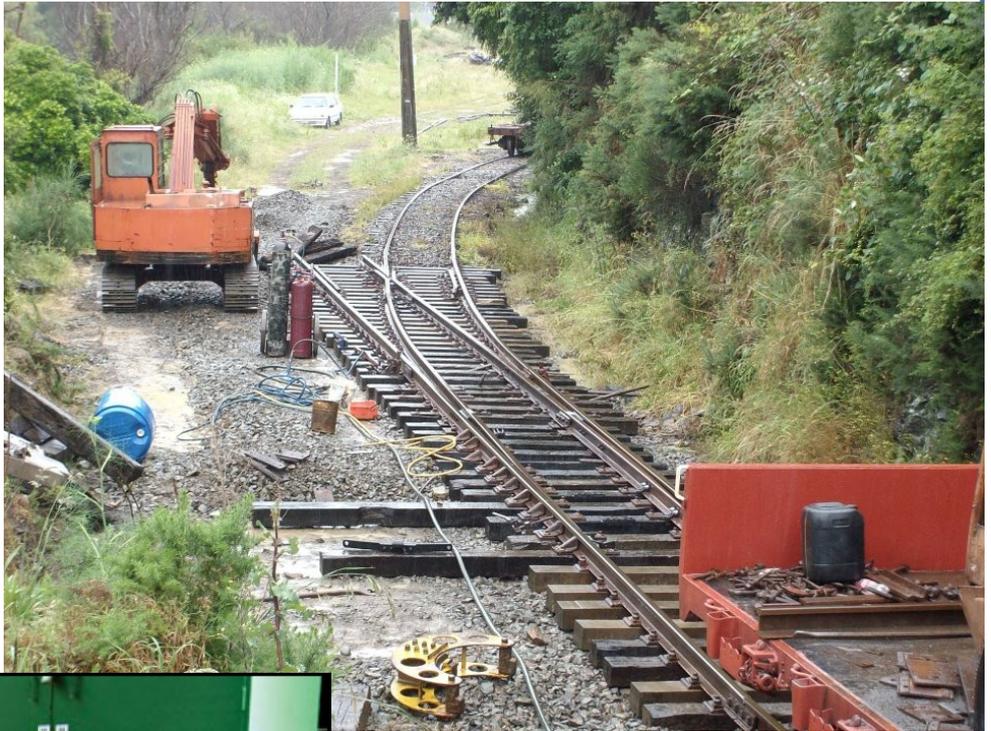
## MORE NEWS FROM OUR MEMBERS

### Silverstream Railway

The railway's long awaited (20ish years) extension and terminus project is now underway after months of planning.

Recently the new turnout was installed on the existing main line

Photo: Peter Dent



### Western Springs Tramway

The Christmas issue of The Controller reports that the overhaul of the latest set of Melbourne Type 15 trucks nears completion and was expected to be ready to roll under tram 893 before Christmas.

Due to a problem with premature wear of the metal of new wheels manufactured for the Type 15 trucks, the wheels have hardened by induction heating and tempering by a local specialist engineering firm.

Left—Testing the motors electrically and listening for any stray bearing noises, the motors are run up in the workshop using power from the arc welder on tram 301. From left are Wayne Smith, Noel Ashley and Paul Gourley.

Mainline Steam News reports that Ja1240 is nearing completion with a new cylinder liner built and new roller bearings for the connecting rods have arrived from overseas after having to be made specially to suit the application.

The only work now outstanding is fitting the liner, final fitting of the cab windows, seal welding the firebox tube ends and building the brick arch.

Right—New cylinder liner complete and ready for fitting.



## MORE NEWS FROM OUR MEMBERS

### Right

#### Auckland Dockline Tram

Tram Clippings (the staff newsletter) reports There has been significant interest in their Education Program compiled by their very own Susan Walker and David Maciulaitis (FRONZ Exec member).

### Below

#### Canterbury Railway Society

Ferrymead was visited by a party of UK 'bashers' in November.

Bashing is the noble art of travelling as many miles as possible behind particular classes of loco and is a most-British sub-culture of railfanning.



In a fairly hectic visit they managed to ride behind EE-traction on the mainline (Wellington subbies), at Silverstream, Glenbrook, Taieri Gorge and, finally, at Ferrymead.

An event that really showed NZ preservation at its best.

*Photo: P. Jenkinson.  
(Source: Branchlines; Dec 2011, Jan 2012)*

### Right

#### Tramway Historical Society

Members of the Tramway Historical Society positioning the first track in their new tram shed at Ferrymead. The shed will store trams displaced from the Christchurch city tramway. Photo courtesy of Dave Hinman and George Weallans



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