



# JOURNAL

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## CONFERENCE IS COMING

This years Conference will be held in Rotorua from Friday 1 June to Monday 4 June.

### Key points

- Conference starts at 7.30 on the Friday night with the usual registration and social session. (No Friday field trip this year) Conference sessions start at 0845 on Saturday
- Outside speakers include Chris Cairns, Wayne Butson (RMTU) and Nic Doncaster (SA Rail Regulator and Motor-car Consortium)
- Field trips include
  - o Sunday—Caterpillar Experience (<http://www.caterpillarexperience.co.nz/>)
  - o Monday—Rail Riders Mamaku (<http://railcruising.com/>) and Rotorua Ngongotaha Rail Trust (<http://www.rotoruarail.co.nz/>)
- Mondays field trips are expected to conclude by 1400 hours, followed by a coach to the airport for those who need to catch planes..

Accommodation and Conference is at the Distinction Hotel, Rotorua (<http://www.distinctionrotorua.co.nz/>)

The Conference web site is expected to open at the end of this month. You will be notified by email.

**Make your travel bookings early.**

## EXECUTIVE SITE VISITS

The FRONZ Executive held our semi-annual meeting in Wellington over the weekend of 3/4 March. Saturdays weather was atrocious but all members eventually made it to Wellington. Despite the delays we fitted in visits to Mainline Steam, Steam Inc, Wellington Tramway, Rimutaka Incline Railway, Silverstream Railway and NZR&LS (Silverstream and Ava).

Our many thanks to the hospitality extended to us by all.

Pictured: FRONZ Executive with members of Rimutaka Incline Railway at their Maymorn site

Left to right—David Maciulaitis, Scott Osmond, Trevor Burling (Exec Officer), Ben Calcott (Rimutaka), Clark Simmonds, Peter McCallum, Nigel Hogg, Hugh McCracken (Rimutaka), Grant Hjorth and Grant Craig (President).

Photo: Glenn Fitzgerald





## INTRODUCING OUR MEMBERS — CANTERBURY STEAM PRESERVATION SOCIETY

The Society was formed in 1968 to bring together all those interested in steam driven machinery of all types and in preserving and exhibiting such machinery. A large Traction Engine Rally and Steam Exhibition was held at Templeton in 1969 and shortly after it was decided to seek suitable land to form a "home" for the society and to enable a permanent operating steam museum to be set up. At this time the North Canterbury Catchment Board (now Environment Canterbury) was opening up McLeans Island as a recreational area and the society was fortunate in obtaining the lease of the 30 acres of land on Mc Leans Island Road which is immediately behind Christchurch Airport.

We are not a railway preservation site but we do have a small 2 k circular railway that was originally designed to replicate a bush tramway. The truth of the matter is that you cannot replicate a bush tramway in Canterbury without bush so our railway operates for children and interested adults using ex bush tramway locomotives and two open carriages running on 53 lb rail.

We have two steam locomotives, the Price V built in 1943 and the last industrial steam locomotive ever built in New Zealand. This locomotive last operated for Ogilvies out of Gladstone near Greymouth. It came to us as a worn out derelict and was overhauled and restored off site by some of our founder members in the late 1960's early 1970's. A further overhaul of the locomotive has recently been completed by the next generation of members. This overhaul necessitated some heavy boiler work; strip and rebuild of both bogies and a complete reassemble and repaint.



log hauler boiler with a diesel boiler in reserve. Part of the steam exhibition hall includes a large social room and modern toilets which the society hires out for weddings and similar events. Overseas visitors have commented that the stationery steam engine museum is as good and better than some they have seen in other parts of the world.

The Society is open for the public on the first Sunday of each month and weather allowing the steam railway will be operating as will the steam museum. The site has power and water reticulation and we welcome overnight campers who are willing to cover their power costs. There is a large part of the site that is used by traction engines for rallies and the society owns a Burrell traction engine that is housed on site with some members engines.

The second locomotive is an ex Public works Fowler built in 1925 that worked on some of New Zealand's early public works projects including the Waitaki dam and the Blenheim to Waipara portion of the north line. The younger members are currently replacing 25 tubes in this locomotive's boiler as part of the 10 year survey. The fleet also includes Ogilvies bush railcar and a Planet diesel ex Kaimai Tunnel construction. Our small Drewy shunter is on loan to Main Line Steam until they get their Price shunter repaired.

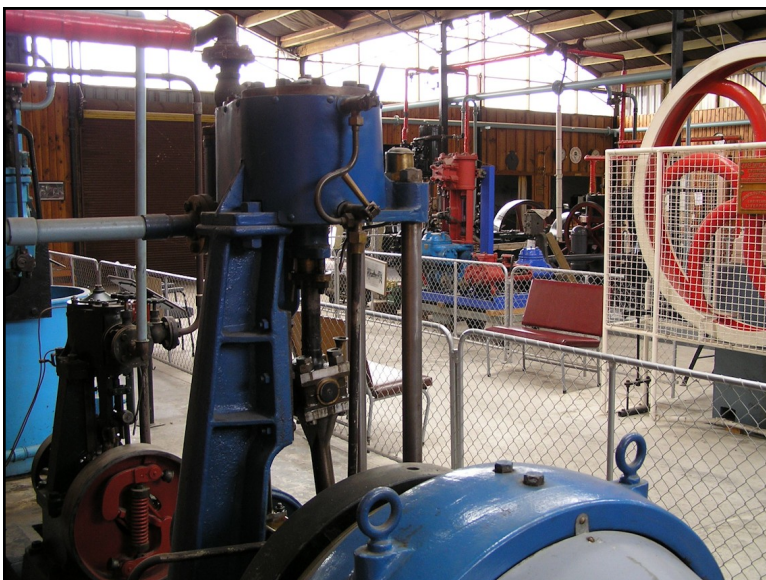
A large part of the societies activities is around the stationery steam engine museum where there are 35 stationery steam engines of various makes and types, all overhauled and in steam. Steam for these is reticulated from Ogilvies Washington





## INTRODUCING OUR MEMBERS (CONT)

There are essentially four railway preservation societies based in Christchurch and it is interesting to note how well we all get on with each other. There is no competition and ideas and equipment are freely shared from society to society. A lot of the members of one society are also members of another.



## FRONZ ANNUAL AWARDS

Entries for the FRONZ Annual Awards will be advertised for in the next two weeks. Entries normally close at the end of April. Members need to start preparing their entries.

## FRONZ SAFETY AND TECHNICAL ALERTS

Copying our cousins across the Tasman FRONZ intends to introduce a system of safety and technical alerts. The objects is to raise members awareness of issues around safety and or technical matters that you may not be aware of.

The alerts will be broadcast by email and also placed on the FRONZ web site [www.fronz.org.nz](http://www.fronz.org.nz)

## RECENT CHANGES TO THE CHARITIES ACT

Recent changes are:

- a charity won't continue to qualify for registration if an officer becomes disqualified after they have been certified, for example, if they become bankrupt part way through their term of office;
- charities that are not trusts (e.g., they are an incorporated society) now have to certify the members of their highest governing body and everyone in a position to have influence over the management or administration of the charity as officers. This change does not apply to charities that are trusts. Positions of significant influence can be voluntary or paid positions, including: chief executive, treasurer, finance officer, staff who manage the charity's contracts, and staff that have access to/control over the charity's funds/financial arrangements; and
- the promotion of amateur sport may be a charitable purpose if it is the means by which the relief of poverty, or the advancement of education or religion, or the provision of another benefit to the community, is pursued.

An information sheet at <http://www.charities.govt.nz/news/information-sheets/disqualified-officers/> lists the factors that disqualify an officer and set out options if an officer has become disqualified.

More on certifying officers is at <http://www.charities.govt.nz/news/information-sheets/officer-certification/>.

More on the changes is at <http://www.charities.govt.nz/news/charities-act-changes/>.

All about officers of charities is at

<http://www.charities.govt.nz/strengthening-your-charity/financialmanagement/officer-kit/>

Source: Rural Women NZ—Bulletin Aotearoa

## LOTTERY GRANTS—ENVIRONMENT AND HERITAGE COMMITTEE

Lottery Environment and Heritage makes grants to not-for-profit organisations to foster the conservation, preservation and promotion of NZ's natural, physical, and cultural heritage.

Applications close on 21 March 2012. More including an online application form, is at

<http://www.communitymatters.govt.nz/Funding-and-grants---Lottery-grants---Lottery-Environment-and-Heritage>

Source: Rural Women NZ—Bulletin Aotearoa

## RAIL SAFETY UPDATE

The February 2012 issue of the NZTA's Rail Safety Update is now available at <http://www.nzta.govt.nz/resources/rail-safety-news/docs/rail-safety-update-issue-08.pdf>

Topics include:-

- All safety performance reports due have been received. Information received is still being processed.
- In the twelve month reporting period July 2010–June 2011, 628,229 passengers are reported to have travelled on our heritage and tourist rail operators. (Doesn't include TranzScenic or the Wellington Cable Car)
- A warning to rail operators after a locomotive brake system was interfered with when it was stabled in an area accessible by the public.
- Ongoing improvements in the safety assessment process.
- NZTA incident report form has been updated.

## CIRCULAR SAW BENCHES SAFETY FACTSHEET

The Dept of Labour has released a Safe Use of Machinery Factsheet for circular saw benches.

The publication is timely as last month a company was fined \$50,000 plus \$20,000 reparation when an employee lost several fingers in a circular saw accident.

The fact sheet can be downloaded from

<http://www.osh.govt.nz/publications/factsheets/circular-saw-benches/factsheet.pdf>

Related documents available from the DoL web site include:-

- *Safe Use Of Machinery Factsheets - General Principles Of Machine Guarding (Department of Labour, 2011)*
- *Safe Use of Machinery Factsheets – Providing Information, Installing, and Using Machinery (Department of Labour, 2011)*
- *Guidelines for the Safe use of Woodworking Machinery (Department of Labour, 1995)*
- *Safe Use of Circular Saws (Department of Labour, 1989)*
- *How to Choose and use Pushsticks (Department of Labour, 1989)*
- *Safe Use of Riving Knives (Department of Labour, 1989)*
- *Guarding of Saws with Pre-scoring Blades (Department of Labour, 1989)*
- *Noise Abatement for Circular Saws (Department of Labour, 1989)*

## BNZ'S "CLOSED FOR GOOD" COMMUNITY PROGRAMME

On 8 May, BNZ employees and members of the community will be getting stuck into some of the thousands of odd jobs that that need doing around NZ. BNZ is calling for fences to paint, gardens to weed, holes to dig, websites to build, as well as any other specialised jobs which may need doing by community organisations across NZ.

On the day NZ stores and offices around the country close their doors for one day so that staff may help community and not-for-profit groups with projects that support the wider community. This year the bank is inviting members of the public to also become involved.

Project submissions close on **16 March 2012**, and volunteer registrations due by 8 April. More is at

[www.closedforgood.org](http://www.closedforgood.org)

Source: Rural Women NZ—Bulletin Aotearoa

## SWATTERS FOR SQUATTERS

Jakarta: Indonesia has come up with another bizarre plan to keep commuters from riding on the roofs of trains: swatting them with brooms drenched in putrid goop.

Railway official Ahmad Sujadi says the contraptions will be installed at select crossings.

Anyone still defying the roof-riding ban risks being "whipped".

Indonesia has tried "everything imaginable" to keep passengers from the roofs of the country's overcrowded trains, including spraying them with paint-guns and calling in sniffer dogs. — AP

## NEW MEMBER

We are pleased to announce that Rail Riders of Mamaku have joined FRONZ. Members attending Conference will have the opportunity to experience their operation.

## CORRECTION & APOLOGY

Last months Journal incorrectly attributed a photo of the opening of Tram Barn 3 at Ferrymead to George Wealleans. The photo was taken by Dave Hinman.

## CLIFFORD BAY UPDATE

Following the Minister of Transport's announcement in September 2011, the Ministry of Transport has been leading further investigation into the feasibility of using Clifford Bay as base for South Island ferry terminal operations. The objective is to form a view as to whether or not there are sufficient benefits to the national transport network to warrant a development.

As part of the investigation, the Ministry engaged consulting firm Covec to undertake an independent analysis of the economic impacts on the Marlborough region. Covec has spoken to key stakeholders and representative business groups, and have also invited local businesses to have their say via an online survey.

The NZ Transport Agency is assisting the Ministry by investigating the likely construction and engineering costs.

The Ministry is continuing to work with key stakeholders such as Port Marlborough, Strait Shipping and KiwiRail.

The Ministry is expected to deliver a detailed evaluation and a full business case to the Minister. The business case must support the government's goals of economic growth, productivity and value for money before being a viable option. The Ministry is due to report to the Minister of Transport at the end of March 2012.

Source: MOTivate (Ministry of Transport Newsletter), Jan/Feb 2012

## NEWS FROM OUR MEMBERS

### Ferrymead Railway



**Those Black and White Days.** Not post-earthquake but a somewhat less-developed Ferrymead as C864 departs Moorhouse in September 1973.

Note site of the township on right (mud and slush) with a muddy creek on both sides of the line. It would take a brave photographer to climb the same signal post today what with 40 years of weathering and seismic activity.

Source: Branchlines, March 2012; Photo: Dave Hansen



## MORE NEWS FROM OUR MEMBERS

### Rimutaka Incline Railway

The Rimutaka Incline Railway Heritage Trust has withdrawn its application to the Greater Wellington Regional Council for a license to occupy Council land to allow the Trust to build a railway from Maymorn to Summit. The Trust's action was taken after Council officials recommended that the Council decline the application.

It is understood that the Trust intends to address concerns raised in submissions to the Council with a view to re-applying at a later date

### News from the Diesel Traction Group

The DTG's current focus is the complete overhaul of Di 1102. This is the most comprehensive re-build of a mainline diesel electric locomotive ever to be attempted in New Zealand. We have many years ahead of us but the important milestones are being ticked off along the way. Recently the focus has been on the prime mover. We have imported \$15,000.00 worth of brand new engine parts from the UK.

The new main bearings are now fitted. Our brand new pistons and big end bearings will follow soon. The Napier turbo charger has been re-assembled and fitted with new bearings and other new components, after the main shaft was returned from dynamic balancing in Nelson. After the main generator is dealt to the reconditioned intercooler will join the turbo charger back on the engine (the turbo and intercooler hang above the generator so we need the generator sorted while we can still access it).

Outwardly the Di will continue to show little progress but behind the scenes for the last two years we have been reconditioning a vast amount components which go straight into storage for later refitting to the loco. We are optimistic, but realistic, about the size of the job and very happy with progress so far.



Dg 772 has recently had the damage caused by the earthquakes repaired thanks to ASB Bank Christchurch Quake Community Support. She remains mainline certified but somewhat limited in scope of work until her Di buddy is ready to roll with her. With the lack of turntables at destinations a uni-directional Dg won't be kept busy.

De 1429 remains in service. Although time has taken its toll on 1429's paintwork it remains strong as a lion because De 1429 was the DTG's first full engine overhaul project, back in the day. Tatty on the outside masks mechanical strength on the inside.

Df 1501 is next in the overhaul queue after Di 1102. A very cosmetic paint job has just been started to lift the display condition of New Zealand's first mainline diesel-electric locomotive.

*Source: Branchlines, March 2012 (Photo : DTG, Facebook)*

### Pleasant Point Railway

On 2.12.2011 pupils from the Five Forks Primary School line up before looking over the Railway's Keanes Crossing display area. This visit was organized by the Timaru Museum.

*Source: Pleasant Point Gazette  
Photo: BryanBlanchard*

