



JOURNAL

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CONFERENCE REPORT

This years Conference was held at Rotorua and a good time was held by all (at least there haven't been too many grumbles). However if anyone has suggestions on how to improve next years conference in Oamaru we would love to hear from you. Putting a programme together that has a bit for everybody has the Executive scratching their heads at times.

Keynote speaker was Chris Cairns who spoke on the work his foundation does in promoting rail safety. Chris flew in specially from Australia to speak on Saturday morning and then flew back again that night.

On Saturday we visited the Caterpillar Experience (the big yellow ones, not the furry type) This is a fine example of how one man's passion has been turned into a professionally designed and operated museum that portrays, in a way that engages the visitor, how much Caterpillar machinery has been involved in NZ's history.

On Monday the first visit was to the Railcruising experience at Mamaku, an innovative venture that is well thought out and well engineered. After lunch the last call was to the Rotorua-Ngongotaha site, a group who are at the stage many of our members once went through, trying to get their project off the ground with limited funding and limited membership,



Delegates farewell Ian Cotton (KiwiRail) with the NZTA team Merv Harvey, Rob Gould, and Graeme Hudson as they prepare to depart Mamaku. *Photo: David Maciulaitis*

AGM

Re-elected at the AGM were:-

Executive

President	G Craig
Secretary	P McCallum
Treasurer	C Simmonds
Executive Member	S Osmond
Executive Member	G Hjorth
Executive Member	N Hogg

(David Maciulaitis is a co-opted member whose appointment continues until rescinded by the Executive.)

Awards
Boilers
Infrastructure
Insurances
Mechanical Engineering
NZ Rail Retention Advocate
Occupational Health
Operational Communications
Rail PlanZ Database
Rolling Stock Register
Steam Loco Drivers Qualifications
Tramways

Convenors

R McNaught and D Turner
N Hogg
P Heighton
H Brittain
G Hjorth
D Selby
D Black
G Clover
C Mann
D Maciulaitis
C Jenner
D Hinman

Sub & Fees

Subscriptions have been held at last years rates, however the meeting decided to charge a fee of \$25 + GST for non-mainline members using the FRONZ Public Liability Insurance policy. This is to make up some of the shortfall caused by less main line excursions being run (largely due to a shortage of drivers) and to make the charging fairer.

ADDITIONAL EXECUTIVE MEMBER

The Executive have decided to co-opt George King to the vacant position on the Executive. (The Constitution provides for two non-voting co-opted members. The other position is currently filled by David Maciulaitis.)

It is believed that George was the youngest person in NZ to obtain his steam locomotive drivers qualifications when he was with the Oamaru Steam and Rail Society. He is now employed as a driver at Kingston Flyer Ltd. We welcome him to the team.

DRUG & ALCOHOL POLICIES—ADDENDUM

The question was raised at Conference as to whether an operator is obliged to inform a volunteer's employer if the volunteer fails a railway drug or alcohol test. Legal advice says no and to do so would contravene the Privacy Act.

Conversely can a volunteer or employee be compelled to inform the rail operator if he/she has failed a drug or alcohol test elsewhere (eg at work, driving etc)? The advice is only if it is written into the operators Drug & Alcohol Policy, which, for employees, becomes part of their employment contracts.

Incidentally, you cannot expect to enforce your D & A Policy if your staff and volunteers haven't seen it. It needs to be readily available with regular reminders to those who have to comply with it.

YELLOW LINES ON PLATFORMS—A GOOD IDEA?

It became obvious during Chris Cairns Conference presentation that his foundation is strongly promoting to school children the message about staying behind the yellow lines at platforms.

For consistency should heritage operators paint yellow lines on platforms? Not an easy one to answer. Many of us have unsealed platforms which rules out the option.

For the rest it's a matter of evaluating the risks involved and deciding if yellow lines would provide a safety enhancement, consistent with cost and practically. Factors may include:- size of crowds; availability of staff to police the platform when trains are approaching/departing; sight lines for staff, both on the train and on the platform; etc. And of course the desire to retain a heritage look in many cases.

FATAL ACCIDENT ON NORTH YORKSHIRE MOORS RAILWAY, UK

The RAIB is carrying out an investigation into a fatal accident involving a volunteer member of railway staff who was carrying out guard's duties on the North Yorkshire Moors Railway. This is a standard gauge heritage railway running from Pickering to Grosmont.

The accident occurred at about 12:10 hrs on 21 May 2012, following the uncoupling of a coach from the end of a rake of coaches stabled in one of the platforms at Grosmont. As the uncoupled coach was being drawn off by a steam locomotive working tender first, the direction of the movement changed, causing the locomotive and coach to move back towards the rake of vehicles from which they had been uncoupled. This resulted in the guard, who was carrying out the actions necessary following the uncoupling, being crushed between the coaches.

The RAIB's preliminary examination and tests found that when the steam locomotive concerned (an ex Southern Railway S15 class) was working tender first, the reverser could change from reverse to forward gear unless it was prevented from doing so by the operation of a locking device. Should the reverser not be secured in position, any change may not be noticed by the driver and, in these circumstances, would only become evident on opening the regulator, when a change in direction would occur.



Image showing the scene of the accident the following day during a reconstruction of the circumstances

(Editor's Note—How many steam locos in NZ have worn or insecure latches on their reversing levers?)

FRONZ 2012 AWARD WINNERS

KiwiRail Infrastructure Award to the Tramway Historical Society Inc for the construction of "Tram Barn 3" and it's associated trackwork as a response to the loss of covered storage for the city trams following the 22 February Christchurch earthquake.



Rail Heritage Trust of NZ - Special Award to Euan McQueen for His dedication to preserving railway heritage buildings and infrastructure over a period of many years.

Shantytown Steam School Locomotive Restoration Award to Silver Stream Railway for the Restoration of Barclay Locomotive No. 531,



Goods Wagon Award to Plains Railway for the Restoration Of NZR Water Service Wagon E 852.

Taieri Gorge Railway Passenger Vehicle Restoration Award to Weka Pass Railway for the Restoration of NZR 50ft. Steel Panelled Coach A 1731.



Aon Young Achiever of the Year Award to Ben Jeffcoat of Glenbrook Vintage Railway.



FRONZ 2012 AWARD WINNERS & SPECIAL PRESENTATIONS....CONT

Weta Workshop Award for Creativity and Imagination to RailCruisers.



Tramway Restoration Award to Heritage Tramway Trust for the Restoration of Roslyn Car No.1.



KiwiRail Mechanical Diesel or Electric Locomotive Restoration Award to Canterbury Railway Society for the Restoration of NZR Rail Shunting Tractor Tr 22



Paul Heighton Trophy for Excellence to Ian Welch.

Photo: Paul Heighton (right) makes his presentation to Ian Welch. (Photo: David Maciulaitis)



RECOVERING STOLEN PROPERTY: NEW WEBSITE

A new website "Stole Me" aims to reunite people with their lost or stolen property or pets by creating a forum for people to post photographs and descriptions of their missing property

More on Stole ME is at <http://www.scoop.co.nz/stories/BU1205/S00980/stole-me-gets-thumbs-up-from-police.htm>

Source: Rural Women NZ—Bulletin Aotearoa

YOU CAN ASK... & SHARE... & GIVE

At a new not-for-profit website called AskShareGive, people can share their time, skills, transport, and old or unused goods. The aim of the website is to help communities make the most of the resources they have.

AskShareGive is at <http://www.asksharegive.org.nz/>

Source: Rural Women NZ—Bulletin Aotearoa

SALUTE TO EUAN MCQUEEN

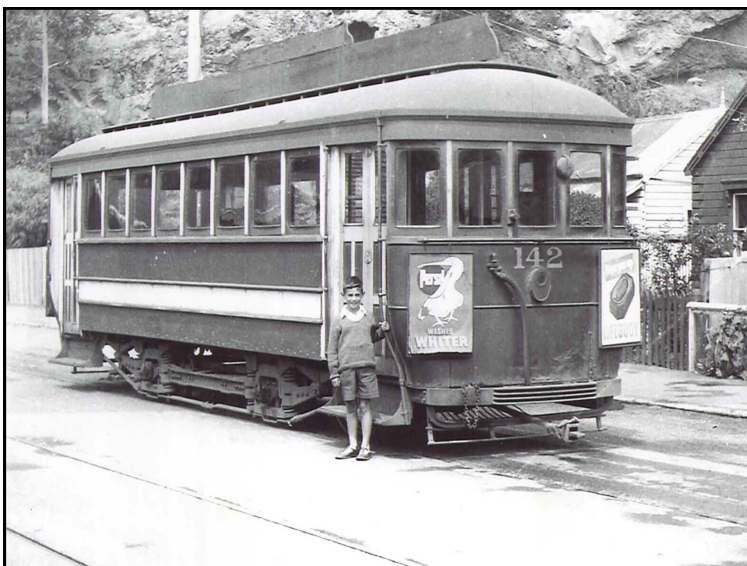
At the 2012 FRONZ Awards Dinner FRONZ made a presentation to Euan McQueen to mark his retirement as Chairman of the Rail Heritage Trust and as "A Gesture of Appreciation for the Support and Assistance Given to the Federation of Rail Organisations of New Zealand".

As well as the Rail Heritage Trust's own presentation the weekend culminated in the public announcement on Monday of the award of a Queens Service Medal to Euan, an honour richly deserved.



Right: Christchurch 1945

Left: Assistant General Manager of NZ Railways, 1987



Below: W&MR Centenary, Otaihangā, 1986



Left: Shannon Railway Station, 1999

Below: Dunedin Railway Station Centenary, 2006



Left: With Jim Quinn, KiwiRail CEO, at RHTNZ/KiwiRail retirement function, 2012

SALUTE TO EUAN MCQUEEN....CONT



Above: Petone, Anzac Day 2012



Right: The Great Martinborough Firewood Railway



SALUTE TO EUAN McQUEEN

On behalf of all assembled here and those who could not be present today, Please accept our grateful thanks for the tireless work you have put into preserving the history and infrastructure of our railway and tramway heritage.

There is no doubt that we will continue to enjoy your presence at events and during private visits to our FRONZ member sites around the country

Haere Ra



GETTING YOUR NAME AND CAUSE OUT THERE

With lots of charities and associations looking to be featured in publications, you can increase your chances of getting your name and cause out there by:

- using local community newsletters and business magazines - get a feel for what their readers may be interested in and present your story in a way that could appeal directly to them;
- telling a story - find an angle such as an interesting statistical fact or figure and then build a story around that to provide a unique or compelling context for the reader;
- ensuring the focus is relevant for the publication you are submitting your press release;
- ensure the article is well written and doesn't need too much editing and you may increase your chances of being published;
- being on time – a missed deadline is a missed opportunity;
- building relationships become an authority that journalists will come to for information for; and
- getting started with expert advice if you don't have it in-house – perhaps partnering with a media expert.

From the March 2012 newsletter of the NZ Association Resource Centre. Find out about the Centre and its work at <http://www.associations.org.nz/>

Source: Rural Women NZ—Bulletin Aotearoa

TSS EARNSLAW –CELEBRATING 100 YEARS – 1912-2012

The TSS Earnslaw was launched on Lake Wakatipu in 1912, the same year as the ill-fated steamship, the Titanic, left Southampton on her maiden voyage. But unlike the Titanic she was built to survive, and as the oldest coal-fired passenger steamship in the Southern Hemisphere, will celebrate 100 years of outstanding service on October 18 2012.

Commemorative sailings planned by her owner, Real Journeys, during a dedicated centenary week, from October 14-22, will re-enact the maiden voyages from Kingston to Queenstown and from Queenstown to Glenorchy at the Head of the Lake, including a nostalgic visit to the high country lakeside stations which the vintage steamer serviced for almost 70 years.

The Lady of the Lake has a captivating history traversing a century of operation on Lake Wakatipu. A tender was let for her construction in 1910 to Dunedin ship-builders, John McGregor & Son for 20,850 pounds and the keel was laid on July 4 1911. After construction she was dismantled and transported to Kingston by rail where the hull was launched on Lake Wakatipu on February 24 1912.

After an inaugural trial sailing plans were made for her maiden passenger voyage from Kingston to Queenstown on October 18 and from Queenstown to the Head of the Lake on October 19.

The TSS Earnslaw officially went into service with the Lake Wakatipu Shipping Company operated by New Zealand Railways on October 21 1912 operating two days a week to Kingston to meet trains and pick up coal supplies, freight and passengers and three days a week to the Head of the Lake.



The steamship continued to have a dominant role on the lake until 1963 when the opening of the Queenstown-Glenorchy road caused a serious decline in numbers and the Government talked of scuttling her.

There was strong opposition particularly from high country runholders and the Government looked to private enterprise to take over the steamer. After a brief interlude where she was chartered by a private syndicate, the steamer was leased by Les and Olive Hutchins of Fiordland Travel in December 1969.

The company purchased the TSS Earnslaw outright in 1982, and now operating as Real Journeys, is committed to retaining the vessel as a heritage steamship. In spite of some modifications she remains virtually in the same condition as the day she was launched in 1912.

Several years ago the Queenstown Lakes District Council classified the TSS Earnslaw as a category one heritage artefact, the first boat in New Zealand to be afforded long-term protection through a district plan, reflecting her significance as the country's sole survivor of the steamship era.

FOR FURTHER INFORMATION: www.tssearnslaw.co.nz

TSS EARNSLAW CENTENARY PROGRAMME

Real Journeys has planned a programme of centenary events from October 14 -22 2012 to mark the TSS Earnslaw's 100th birthday. This can be found at http://www.tssearnslaw.co.nz/tss-earnslaw/Events_Cruise/

LOTTERY GRANTS

Lottery Applications include (closing dates are in brackets):

- **Regional Community Committees** (18 July 2012): Lottery Community funding is available for projects, activities, resources or services that have a community or social service focus, and which help connect communities, improve well-being and the quality of people's lives. You need to apply to the local regional committee if your project or service would be carried out in just one of Lottery Community's regions, and if the application benefits two regions equally, you need to apply to two regions separately;
- **Community Facilities Fund** (11 July 2012): The Lottery Community Facilities Fund makes grants for building projects to construct and improve community facilities. Funding is provided for community facilities that support participation in community activities and social interaction to foster communities; and
- **Environment and Heritage Committee** (18 July 2012): 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. 18 July 2012.

More about each fund, and also online application forms, are at <http://www.communitymatters.govt.nz/Funding-and-grants---Lottery-grants>
Source: Rural Women NZ—Bulletin Aotearoa

NZ COMMUNITY GROUPS: CONTACTS

There are roughly 97,000 NGOs (non-government organisations) in NZ, and the following links may help you identify the groups you want to contact:

- the Family Services Directory lists over 5,500 community-based organisations and services by region. You can browse the organisation's name or search by service type – go to <http://www.familyservices.govt.nz/directory/index.jsp>
- the NZ Communities Web Enhancement Trust (CWET) provides one place for public data to be stored and shared by everybody. You can contact CWET at phone 09 4382188, fax 09 4387866, e-mail bruce@cwet.org.nz. CWET's information (with contact details) about numerous government and non-profit organisations at www.2cu.co.nz/
- the CommunityNet Aotearoa website lists community organisations by region at www.community.net.nz/links/locations/
- the local Citizens Advice Bureaux website has a list of local community organisations. The CAB is at <http://www.cab.org.nz/Pages/home.aspx>;
- Societies Trusts Online provides information on incorporated societies at <http://www.societies.govt.nz/cms>
- the Charities Register on the Charities Commission website has details on about 25,000 registered charities around the country at <http://www.register.charities.govt.nz/CharitiesRegister/>
- Inland Revenue lists around 20,000 donee organisations at <http://www.ird.govt.nz/donee-organisations/>; and
- an online health and social services directory allows you to print off your own list of organisations. As well as mainstream services, there are currently over 160 new migrant services, over 200 Asian services, over 300 Pacific peoples services and more than 480 Kaupapa Maori services registered at <http://www.webhealth.co.nz/home/>

Source: Rural Women NZ—Bulletin Aotearoa

SAVE THE CAPITAL CONNECTION

You may know that I am seeking support for a petition to save our commuter train between Palmerston North and Wellington, the Capital Connection.

I hope you will support our campaign by signing the petition. You can do this online or download a printable copy: [Just click here.](#)

Please feel free to share this with any networks you know that would be interested in this campaign. Thanks for your support. Together, we can keep regional passenger rail alive!

Iain Lees-Galloway

MP for Palmerston North

Spokesperson for Defence / Spokesperson for Transport Safety / Spokesperson for Veterans' Affairs / Associate Spokesperson for Health

P: (04) 817 6967 | (06) 356 5956 | (06) 356 5958

Authorised by Iain Lees-Galloway, 46 Princess Street, Palmerston North.

(Published for the information of our members, FRONZ is not promoting or otherwise endorsing this petition.)

SURPLUS WIRE AND BOLTS

TelstraClear have a large amount of steel galvanized wire and 5/8" galvanized bolts to dispose of. These were originally purchased for power pole fixtures and have now been written off.

These could be useful to tramway and electric railway operators but others may find a use for them also.

Specs are

Steel Galvanised wire:-

7 strands of 2.03mm gauge.

ASTM A-475 Stranded.

HP Code 13702203

5000 feet per drum

Quantity— 72 Drums in Christchurch and 30 Drums in Auckland

5/8" BSW galvanised bolts/washers/nuts in Christchurch:-

Thimble eye bolts - 14", 16" & 18"

Machine bolts - 10", 12", 14", 16" & 18"

Nuts - Thimble eye

Nuts - galvanised, BSW, 2" x 5/8"

Washers - galvanised, 2" x 1/8" x 5/8"

If you are interested contact **asap** Dave Hinman of the Tramway Historical Soc in Christchurch at

Dave.Hinman@ccc.govt.nz

However Dave needs a group to volunteer in each city (Christchurch and Auckland) to store what we take and for some help in arranging transport and then distribution to those who want it.

There will probably be a charge for transport, storage and expenses (plus whatever TelstraClear want to recover).

END OF THE LINE FOR THE ZIG ZAG RAILWAY?

A report earlier this month indicated that the Zig Zag Railway, 10km east of Lithgow, in the Blue Mountains of Australia, was to close on June 17. The reason given is that the railway has several trains out of action at the moment, no funds to repair them and a shortage of skilled people to help maintain these trains.'

Because of this situation, and the concerns of the Rail Regulator, the railway was only operating a Heritage Rail Motor Tour service at this time

However a note from Keith Fairgray quoted a media report that NSW State Minister for Transport is arranging for NSWGR (City Rail, Country Link etc) to come to the Zig Zag's aid immediately.

Keith went on to say that things have not been too hot at the Zig Zag for quite some time and it shows just how vulnerable Heritage Railways are to continued running year in and year out with volunteers. A favourite spot none the less for visiting NZ railfans.

The Zig Zag web site states Zig Zag Railway has temporarily suspended services. We wish them all the best.

NEWS FROM OUR MEMBERS

Rimutaka Incline Railway Heritage Trust

On Saturday 21 April 2012 Hugh McCracken photographed the new double-slip at Maymorn nearing completion.



MORE NEWS FROM OUR MEMBERS

Canterbury Railway Society

First Train to the Valley.

Sunday 3rd June was a significant day for the Canterbury Railway Society and the Ferrymead Railway. D 140 and its 4 Carriage consist was run as a test train (no Pass) to the site of the new "Valley station" becoming the first passenger train there. Posing in front of the loco are; L to R are Carl Pumpa, Keith Brown, Alison Lorimer, Micheal Whyman, Gordon Bartram, Selwyn Goldsworthy and on the running board Peter Jenkinson, Track supervisor who's work with a small team has been responsible for the extension.

Photo: Neil Burt, courtesy Alison Lorimer



MoTaT Tramway

The Tramway's magazine "Controller" reports a buried treasure trove of tram parts uncovered by excavators, digging on the site of the old May Road bus depot.

These were mostly from Brush D1 trucks and included castings for sideframes, motor cases and gear cases.

14 sideframes had been uncovered, which were now in the process of being cleaned up and painted. Tram section manager Colin Zeff said the find was quite significant and would enable work to start on the restoration on some of the early Auckland trams which included double decker No. 17,

Photo: Paul Gourley

Tramway Historical Soc

The Lyttelton Port Company has gifted two tram motors from their site at Foundry Drive to the THS. This gift is the culmination of persistent follow up by various Society members with different building owners over the years.

The motors were installed during the 1940s on gantry cranes at the then newly relocated Andersons Engineering workshop complex. THS had already managed to obtain three motors from the site during building demolition last year.

Photo: Graeme Richardson



Photo: Graeme Richardson

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