



# JOURNAL

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## SAFETY ASSESSOR RECOMMENDATIONS – WHAT TO DO ABOUT THEM?

If your safety assessor makes a recommendation in his/her report are you obliged to implement it? The short answer is no. The long answer is more complicated. (Note we are not discussing non-compliance issues, just the items designated with an R in the report.)

Certainly you should not blindly accept the recommendation with doing some investigation first. "The safety assessor told me to do it" is not a valid defence if something goes wrong. Your safety case / system is your responsibility not that of the assessor.

Essentially you need to ask are:-

- What is the purpose of the recommendation? I.e what risk is the recommendation trying to reduce?
- What are the consequences, both intended and unintended, of making changes to your safety case / system?

### Purpose

What is the purpose of the recommendation? What the assessor recommends may not be the only, or best, way to address a risk. And is the risk significant?

For example, recently an assessor recommended that a rail operator fit passenger emergency brake valves (dump valves) to heritage carriages that have never had them fitted.

On the face of it this seems reasonable. However the operator should ask, "what risk is a dump valve supposed to mitigate against?"

Dump valves are traditionally fitted to provide a means for passengers to gain the attention of staff and / or stop the train in an emergency. They are simple and reliable.

However they do have some problems:-

- They require a working Westinghouse brake system on the train and some small railways don't use this system. (In this case there may be an argument for removing any fitted in case passengers try to use them in an emergency.)
- Most emergencies don't need the train to stop and unplanned stopping may create its own risks (e.g. on bridges or in tunnels). Many modern trains use a call button or intercom system to communicate with the crew who then decide what action to take.
- In today's environment, with many NZer's unused to train travel, how many passengers know the purpose of a dump valve and how to use it? Unless they have been instructed in its use at the start of the journey (and remember what to do) it won't get used when it is needed. (In an incident on a recent mainline excursion no one thought to pull the tap, including the volunteer staff on board.)
- How many passengers will put off by the traditional penalty notice? This has been reported in historic accidents.

What other options are there? In a small heritage railway typically operating a two or three carriage train with intercommunicating gangways the most obvious and quickest action in an emergency is to contact the guard. The guard can then decide what action to take. (One assumes of course that the guard has the means to stop the train if needed.)

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This method may provide a satisfactory mitigation to the identified risk. Of course if you are also running a passenger vehicle without intercommunicating gangways and no staff (e.g. 4-wheel wagon) you still have an issue to deal with.

### Consequences

The next questions are:-

- Will the proposed change give a real reduction in risk (at a reasonable cost)?
- Will the proposed change have unintended consequences?

For example, a double latch system for carriage doors (as fitted to 50 ft and 56 ft steel panelled cars) reduces the risk of children opening the doors when the train is in motion. (The risk mitigation is hard to quantify as there are few records of children falling from an open doorway, but presumably someone in the past thought it worthwhile.)

However they may pose problems in an emergency when passengers want to leave the carriage in a hurry (e.g. after a derailment or during a fire). Panicking passengers will probably not read the posted instructions (or they may be unreadable because of smoke) so, unless the latch system is intuitive to use, they may struggle to get out.

The double latch in use on TranzScenic and some heritage 56 foot cars (see right) appears to be anything but intuitive.



## EXTENDED SAFETY ASSESSMENTS

The Railways Act provides that the frequency of safety assessments is to be agreed between the operator and NZTA. Currently all operators are on yearly assessments except for a few that are not operating.

NZTA is willing to consider applications to vary a safety case to provide for extended periods between all or part of safety assessment. For an example an operator could apply to have all of their assessment extended to 18 months or two years or alternatively extended their track assessment to two years with the remainder staying at one year. This would mean less time for the assessor and hence less cost.

However operators applying would need to have an exemplary record over several years for any sections of their assessment they want to extend.

## NZTA ROAD SHOWS

NZTA have advised that they are running seminars this year for Safety Assessors and intend to run a series of seminars for the rail industry next year, probably in July.

## NZTA RAIL SAFETY UPDATE

The June issue is available at <http://www.nzta.govt.nz/resources/rail-safety-news/docs/rail-safety-update-issue-10.pdf>

## CORRECTION

Last months Journal reported that the AGM had decided to charge a fee of \$25 + GST for non-mainline members using the FRONZ Public Liability Insurance policy. The fee agreed on is actually \$20 + GST.

## NO EASY SOLUTION FOR ZIG ZAG

*The Daily Telegraph June 19, 2012*

The state government has declared the problems with the Zig Zag Railway are "insurmountable" after a safety audit identified a plethora of issues with the Blue Mountains tourist attraction.

The Independent Transport Safety Regulator ordered management to close the railway earlier this month after pinpointing 150 "deficiencies" with the service.

Transport Minister Gladys Berejiklian described the problems as insurmountable but said her department would continue to work with the non-profit co-operative that runs the service.

An independent expert is expected to take another month to assess "their safety management system and provide advice," she said.

## COLOUR LIGHT SIGNALS FOR DISPOSAL

KiwiRail are offering 15 No colourlight signal heads to any interested groups as shown in the attached photos.

The transformers that operate the lamps are 110V AC input and 12V AC output.

The lamps where fitted are 12V 33W lamps but are special to rail purposes (KR will not be able to supply extra lamps).

The heads are for the most part complete with lenses, backgrounds and hoods and weigh approx. 40kg each.

These are currently at Woburn Stores pending disposal.

The disposal price was quoted as "set your own price".

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## UK HERITAGE OPERATOR FINED AFTER CHAIRMAN'S LEGS ARE CRUSHED IN TRACK ACCIDENT

A Heritage railway operator has been fined £5,000 after the company's chairman had his legs crushed by a length of track as it was being moved by crane.

Telford Steam Railway will also have to pay costs of £3,000, following a prosecution brought by the Office of Rail Regulation (ORR) for criminal breaches of health and safety law.

On July 2, 2011, staff and volunteers of the Telford Steam Railway were installing rail on an extension to the line near Lawley Common, Shropshire, when a 450kg length of rail struck Paul Hughes as it was being moved from a wagon to the trackside by crane.

Mr Hughes suffered extensive injuries to both legs.

An investigation by the Office of Rail Regulation (ORR) into the incident found that none of the staff or volunteers involved in the work had received sufficient training, or been provided with appropriate personal protective equipment. In addition, no planning had taken place, and the railway crane being used was unstable, defective and not certified. David Keay, ORR's head of inspection, railway operators, said: "There are hundreds of heritage railways in Great Britain, and the vast majority are run in a safe and professional manner. However, in this instance, those working on the Telford Steam Railway put their lives at risk, attempting to move a 450kg length of rail with an unstable and defective crane, without training or planning.

"We will not allow such an inexcusable and casual approach to the safety of those working on Britain's railways. "Safety is the rail regulator's priority, and this year we will be inspecting heritage railways across Britain to ensure they are being operated safely."

On July 10, Telford Steam Railway pleaded guilty to one charge under section 33(1)(c) of the Health and Safety at Work etc Act 1974.

Source Rail.co 10 Jul 2012



## LOCOMOTIVE BLOWBACK, UK

The RAIB (Rail Accident Investigation Branch, UK) is carrying out an investigation into an incident involving the blow-back of the locomotive fire on a steam train running on the East Coast Main Line in which three members of the train crew were injured.

The incident occurred at 11:04 hrs on 27 May 2012, as the train was travelling through Wood Green tunnel in north London. The locomotive fire blew back into the cab as the locomotive entered the tunnel and continued to do so until the driver was able to bring the situation under control by use of the blower (a device fitted to steam locomotives which draws the hot gas from the fire towards the chimney).

All three members of staff in the cab suffered burns. The train was stopped at New Barnet to allow two of the staff to be taken by ambulance to hospital. They were released after treatment later that day. The driver's injuries were minor and he was able to continue with the train.

The train involved was a special passenger train running from London to Rowsley, in Derbyshire. It was operated by West Coast Railways and had started from Finsbury Park station. It was being hauled by a class 47 diesel locomotive in tandem with steam locomotive 70013 'Oliver Cromwell'.

The RAIB's preliminary examination found that the locomotive crew had been distracted by having to deal with a problem on the footplate just as the train approached the tunnel and did not take the normal precautions against blowback before entering the tunnel.



*Steam locomotive 70013 'Oliver Cromwell'*

## FAILURE TO REPORT ACCIDENTS EXPENSIVE

### Ministry of Business, Innovation and Employment

(ex Department of Labour, ex OSH, ex Department of Labour, next year to be??)

4 July 2012

Failing to report a series of workplace accidents has cost Auckland-based company Mondiale Freight Services Limited fines totalling \$62,475.

The Manukau District Court today heard that during an investigation by the Department of Labour (now the Ministry of Business, Innovation and Employment (MBIE)) into a December 2010 workplace accident, an inspector became aware of other accidents that had not been reported.

"Each of these incidents involved serious harm to a worker, and the company had a legal obligation to report them as soon as they occurred, and then follow up with formal written notification," says Auckland health and safety manager for the MBIE, Claire Morris

"These were not minor incidents – they involved a crushed foot, a fractured thumb requiring six weeks off work and a fractured rib requiring a month off work. All of these incidents occurred within the space of a year.

"It is a fundamental right of workers to expect to go home safe after work – not only did that not happen in these cases, but the employer also took a lackadaisical attitude to its notification responsibilities, and this is unacceptable.

"This case should come as a big wake-up call to those with notification obligations. The MBIE urges all employers and others to make sure they notify us when required if serious harm incidents occur on the job," Ms Morris says.

## WORKPLACE HEALTH & SAFETY REVIEW TASKFORCE

Another independent taskforce is to review NZ's workplace health and safety system. It will look at whether legislation, regulations, incentives, and enforcement are working effectively to reduce workplace injury and death. The taskforce will make recommendations to the Government in December, after consultation with the public.

The terms of reference for the review are at <http://www.osh.govt.nz/strategic-review/tor.shtml>

Source: Rural Women NZ—Bulletin Aotearoa

## “THE MOST IMPORTANT STOP OF THE DAY”

A recently launched “most important stop of the day” campaign, aims to reduce the number of collisions between heavy vehicles and trains. The campaign will target thousands of truck and bus drivers throughout the country, promoting safe driving behaviour and reminding drivers of the care required when driving over level crossings.

There have been over 250 near collisions between heavy vehicles and trains since 2004 and in over half of these cases, there were flashing lights and bells operating at the time the incidents were reported by the train drivers. There have been 35 actual collisions.

More is at [www.railsafety.co.nz](http://www.railsafety.co.nz)

Source: Rural Women NZ—Bulletin Aotearoa

## CHARITIES COMMISSION GONE, CHARITIES BOARD HERE

A new Charities Registration Board is now making decisions about applications for charitable status registration, and also deciding about removing charitable status from registered charities that don't meet the necessary requirements. Both these jobs were formerly carried out by the Charities Commission. There will be no major changes for registered charities or applicants for registration.

Access to information about the Charities Register, and information developed for charities will continue to be available on the website [www.charities.govt.nz](http://www.charities.govt.nz)

Source: Rural Women NZ—Bulletin Aotearoa

## SMALL BUSINESS: FREE BUSINESS WEBSITE OFFER

MYOB and Westpac are looking to get 10,000 local businesses online by offering free websites for the next year. The programme will let businesses access MYOB's Atlas platform to build a website with e-commerce facilities, irrespective of whether or not they're a Westpac or MYOB customer.

The businesses will be able to create a website with the ability to sell and receive payments, optimise search engines, and monitor use through Google Analytics. The offering is free for 12 months, after which businesses will pay a fee from \$5 a month, depending on what kind of functions they want their website to offer, and on the cost of renewing a domain name.

More at [www.getonline.co.nz](http://www.getonline.co.nz)

Source: Rural Women NZ—Bulletin Aotearoa

## COB RESTORATION TRAINING DVD

The South Island's leading earth construction expert and educator Blue Forsyth fronts the NZHPT's new cob restoration DVD.

Made with the support of the Selwyn District Council, the 20 minute DVD aims to help owners and guardians of cob buildings with a demonstration of testing methods, mixing and application of cob, as well as a brief history and discussion of the beneficial properties of the material.

It will be distributed to local authorities, owners of registered cob buildings and libraries. It is also available through the NZHPT's Southern Regional Office for \$5 plus \$5 postage.

To learn more, [email NZHPT](mailto:email@NZHPT).



Source: Historic Places Trust

## NEWS FROM OUR MEMBERS

### Volunteer Recognised

Dennis Blake, of Waihi was named runner-up in the Volunteer of the Year category of the Volunteering Waikato Awards

Mr Blake is the general manager of Goldfields Railway.

Volunteering Waikato said: "Dennis's extraordinary dedication to be there any time, for any reason, to ensure the trains operate safely is beyond what is expected and required of him as the unpaid general manager of Goldfields Railway.

"He has encouraged, guided and overseen the training and work of many others, and done any one of the hundreds of tasks that are needed to make sure the trains run. Dennis's involvement has ensured that this history of rail in Waihi has been retained."

Source Waikato Time; 26 June 2102



## MORE NEWS FROM OUR MEMBERS

### Pleasant Point Railway

JOHN BISSET/ Fairfax NZ

The light's at the end of the tunnel for a long-term restoration project at the Pleasant Point Museum and Railway.

For about 10 years, railway volunteers have been restoring a 1912 wooden passenger carriage, and the latest addition of aluminium ceiling panels to replace the original pressed tin ceilings, has been a significant step for the project.

President Bryan Blanchard said the 14 aluminium panels were made by a Bathurst engineering company, with funds coming from a grant, and have just been fitted inside the carriage.

"The project's been about 10 years in the making, but there is light at the end of the tunnel. The next thing to go in are the seats, and we've got a number that are in pretty good order."

Mr Blanchard said a team of about 10 volunteers had been working on the carriage over the years, fitting in work around other railway projects.

The carriage was last used by a mining company in Kakahu. It was offered to the railway society for a small fee, towed by a crawler out of the bush and through a riverbed, then transported by loader to the railway, where restoration work could take place.

Mr Blanchard said that although water had been coming in through the roof of the carriage, it was in reasonably good order, and the society was lucky to have it.

"The wooden carriages, when they came to the end of their lives, were just taken to certain places, tipped on their sides and burnt, and then the metal was sold for scrap."

There's no target date for completing the restoration project, but when it's done, the carriage will be added to the society's rolling stock; which will then comprise two steam engines and four carriages.

### Wellington Railway Station

The station celebrated its 75th anniversary in June. As part of the celebrations the station was decorated by KiwiRail and passengers were handed out cake. Feilding Steam and Rails's Wab 794 made a special visit to take part.

Right: One of three birthday cakes  
Photo: KiwiRail Express

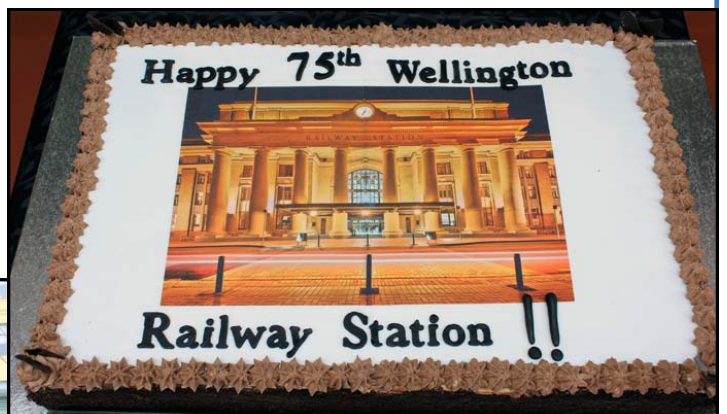


FINISHING TOUCHES: Pleasant Point Museum and Railway volunteer Bill Noble at work on the new aluminium panel ceiling inside the 1912 carriage.



Left: Wab 794

Photo: Peter McCallum





## MORE NEWS FROM OUR MEMBERS

### Steam Incorporated

The Society is celebrating its 40th anniversary this year. The Society, initially set up to repair steam locomotives, found itself doing extensive carpentry work to restore the carriages it acquired in variable condition.

Right: Aa1265 with the body separated from the underframe and cladding removed to assess the work required.



Left: Aa 1030 restored for service.

*Photos: Peter Norman, courtesy Bill Anthony Collection*



Alastair Maciver and Danny Green remove a tyre from Ab 608's trailing wheelset, in preparation for the fitting of new tyres. *Photo: John Bovis.*

A video of fitting the new tyres is available at <http://www.youtube.com/watch?v=QTxA moo1ZYw&feature=plcp>

### Tramway Historical Society

Tram Tracts reports that on Friday 22 June, Brill tram 185, donated by David and Hilary Ward, Newlands near Ashburton, arrived at last at Ferrymead, still inside the corrugated iron shed it has been in since the 1960s. Originally to come over a year ago, its move was delayed by last year's earthquakes.

This was the last survivor of three Brills purchased by the same family in 1954 and located on neighbouring farms in the locality. The others were 174 and 191. All three later had similar sheds built to protect them and they all had their end platforms filled with concrete to create a level floor.

Right: Brill 185 heading for the tram barns on two temporary bogies.

*Photo: Dave Hinman*



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