



JOURNAL

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PLEASE SEND CONTRIBUTIONS TO EDITOR, SCOTT OSMOND, BY E-MAIL : scottosmond@xtra.co.nz

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FRONZ CONFERENCE 2014

UPDATED CURRENT INFORMATION

REGISTRATION

Registration is still open for the FRONZ Conference in Wanganui at Queens Birthday Weekend 30 May to 2 June.

If you have not yet registered hurry along as registrations will close soon.

Full details of Conference for your registration online are available at <https://www.fronz.org.nz/conference.php?display=confRegis>

Your conference accommodation also to be booked online is available at <https://www.fronz.org.nz/conference.php?display=accomBooking>

The venue for both the conference and accommodation venue is the Kingsgate Hotel at 379 Victoria Ave, right in town and handy to restaurants. See also alternate accommodation option next page.

PROGRAMME

Railway and Tramway Operators will have an opportunity to discuss issues with the new NZTA Rail Section Manager and his team and understand the impact of the recent ATRS report on rail safety management in New Zealand and how it will change. Changes are taking place to ensure rail issues are given the same priority in the NZTA structure as road-ing issues. FRONZ is committed to getting the best out-come for its members and ensuring NZTA appreciates the demographics of the heritage rail sector. We suggest that ALL rail operating members understand how impor-tant it will be to attend the conference for these important discussions.



Of course as well as the serious stuff we will be enjoying the hospitality of our host group SteamRail Wanganui, hearing from other interesting presenters; some old, some new, taking a cruise on the Paddlesteamer, Wai-marie, and also a look at some planned exciting progress with the new Wanganui Tramway.

The full up-to-date programme is included in this Journal on pages 8-10

Continued next page

**JOURNAL IS FOR ALL OF YOUR MEMBERS. PLEASE
FORWARD IT TO ALL ON YOUR E-MAIL LISTS**

ALTERNATIVE ACCOMODATION OPTION

For any conference delegates seeking alternative accommodation, we have made contact with "Hikurangi StayPlace". Their web site is: www.stayplace.co.nz. if anyone wants to book directly with them. They are just across the Dublin Street bridge and about a 20 minute walk from the conference venue. They have pencilled in some rooms until mid May for us. Mention FRONZ when booking. Our coach may be parking there and the hosts say they can run people to the conference as well. This option may suit some delegates seeking a price-friendly alternative.

FRONZ CONVENORS REPORTS

A reminder for all FRONZ convenors to send their annual reports to the Secretary so they can be circulated prior to Conference. E-mail to secretary@fronz.org.nz.

DIETARY REQUIREMENT

We also have a request from the Wellington Tramway Museum providing lunch on Friday 30 May. Anyone who is visiting WTM, booked for lunch, and has special dietary requirements, please let Trevor Burling know by e-mail trevor.burling@xtra.co.nz or phone 027 687 1914.

CONFERENCE REQUEST. SEND US YOUR PICTURES!!

Daniel Garland is once again preparing our members slide show for conference. Daniel asks for photos of your organisation's activities and achievements over the year. Please send them to Daniel at deeargee@hotmail.com. This is a great chance to get your work seen by your peers so don't delay.

FRONZ WEB SITE

By now all FRONZ members should have all received an email from FRONZ with login details for our new website.

Now it is up to each member organisation to keep your information on our web site up-to-date. Some of our members have done so but a large number have not.

We highly recommend that you list your website as this provides a link on our 'Members' page in the public part of the site making it easier for people from around the world to find your website and potentially visit your organisation.

Login details have been emailed to people listed with us as primary contacts for your organisation. That person needs to log in to the FRONZ site and follow the instructions. Once logged in you can add more contacts for your organisation and most importantly, everyone can keep their own details up to date. Contact details listed are available to other FRONZ member organisations making it easier to get in touch with others, but they are not publicly visible.

If your organisation has not updated your information and you need your log on details again or for any other problems related to the web site, please email George on admin@fronz.org.nz.

Thanks to George King and Stefan Van Vliet for their work on the web site.

Remember the onus is on yourselves as members, to keep your contact and web site information up to date for the benefit of other FRONZ members and more importantly to keep the public in touch with your operation.

CLARIFICATION FROM JOURNAL 130

In the last "Journal" we published a letter sent to Rick van Barneveld, Infrastructure & Engineering General Manager, KiwiRail I&E, asking that time be allocated by Andrew Hunt to follow up and consider FRONZ submissions regarding the policy surrounding speed restrictions on wooden-bodied heritage carriages over level crossings.

This letter was certainly not intended to be a reflection on Mr Hunt, but a request that he be allocated time to consider this issue which, as the letter noted, has been under discussion for some time.

The letter was re-printed in Journal so that FRONZ members are aware of action taken on their behalf.

The FRONZ Executive has also requested a meeting with the new Kiwirail Chief Executive Officer, Peter Reidy, to introduce ourselves and discuss our members interests and issues. Mr Reidy has advised this will take place in May.

ON-SITE WORKPLACE DRUG SCREENING INCREASES 19% IN 2013 NZ DRUG DETECTION AGENCY REPORTS

The number of on-site workplace drug tests has increased 19% over the last year, the New Zealand Drug Detection Agency (NZDDA) announced as it released its annual statistics. In 2013 NZDDA conducted 81,410 on-site drug-screening tests, up from 68,346 tests carried out in 2012.

NZDDA is New Zealand's only fully compliant AS/NZS4308: 2008 International Accreditation New Zealand (IANZ) accredited on-site urine drug testing provider. Each of the 20 NZDDA offices has full IANZ accreditation, as does NZDDA's National Support Office. The company is considered to be a leader in its field.

Highlights of NZDDA's 2013 statistics include:

On-site workplace drug testing in 2013 increased 19% from 2012 with 81,410 urine tests being carried out last year. Of those 81,410 tests, 5.5% tested non-negative which is an indication that a presence of a drug is detected, down from 6.4% in 2012. Non-negative tests are those tests that have undergone an initial urine screen test and the presence of a drug has been indicated only. The sample is then forwarded to an accredited laboratory for confirmation testing.

Cannabis continues to be the most frequently detected substance with 71.4% of non-negative results indicating that drug.

Additionally 12,760 tests were conducted for synthetic cannabis with 3.3% testing non-negative; the highest incidence was in the mining/oil/gas sector.

Cannabis is detected most frequently in 'traditional' cannabis growing areas such as Northland, Waikato, Bay of Plenty and the North Island's East Cape.

The construction industry has the highest testing numbers with 11,698 tests with a non-negative rate of 14% in 2013.

Tourism/adventure activity sector has a high incidence of cannabis detection – 71% were non-negative tests and amphetamine-type substances where 18% were non-negative tests.

Alcohol screening rose 30% in 2013 compared with 51,252 tests in 2012.

Hair testing for drug use has doubled to 476 tests in 2013, with 120 tests being positive. Cannabis and methamphetamine were the most detected drugs.

NZDDA has worked with many businesses in 2013 to develop and conduct drug and alcohol training for more than 1,500 people.

NZDDA's chief executive Chris Hilson says, "The continued rise in the number of on-site workplace drug and alcohol tests is a clear signal that employers in all sectors are taking workplace safety very seriously indeed. Not only are employers in safety-sensitive industries increasing their workplace drug and alcohol testing, but also more white-collar employers are carrying out testing for drugs and alcohol. Whether you're in the forestry industry, run a transport business, or in the financial sector, it's vital for your organisation that your employees are working unimpaired and without risk."

Cannabis still the most detected drug

In 2013 cannabis (THC) continued to be the most detected drug in NZDDA's workplace drug screening programmes, with 71.4% returning a non-negative test. This is up from 70.0% in 2012.

Amphetamine-type stimulants (ATS), which include amphetamine and methamphetamine, have showed an increase for amphetamines to 5.1% in 2013 (up from 4.1% in 2012). Methamphetamine detection has risen to 7.0%, up from 6.0% in 2012.

Synthetic cannabis

Synthetic cannabis testing results are included for the first time in NZDDA's annual report. During 2013 NZDDA carried out 12,760 synthetic cannabis tests. This drug was detected in 3.3% of non-negative tests. The highest detection rate was in the mining/oil/gas sector with 10% of non-negative tests detecting synthetic cannabis.

Most of NZDDA's non-negative workplace drug tests are retested at the Canterbury Health Laboratory (CHL) for the legally required independent verification. CHL says their experience of workplace confirmation analyses shows that cannabis is still the predominant drug of abuse in a workplace setting. CHL is seeing, however, a noticeable increase in synthetic cannabinoids testing with more samples confirming positive for synthetic cannabinoids than previously. The lab has recently seen a number of samples testing positive for the JWH-398 metabolite which appears to be common to a number of the synthetic cannabinoids. CHL says that the most commonly confirmed amphetamine-type substance is still methamphetamine along with its amphetamine metabolite. The majority of the workplace opiate confirmations are still due to the use of codeine-based pain killers.

CHL says that the recent NBOMe (synthetic LSD) admissions to Christchurch Hospital are a worrying trend as to where the synthetic drugs of abuse industry is heading.

Industry reporting

The industry with the largest NZDDA testing numbers is construction (11,698 in 2013, up from 10,869 in 2012), with the incidence of drug detection dropping. Non-negative tests in that sector have decreased from 16% of all tests in 2012 to 14% in 2013. The drugs found most frequently in non-negative testing in construction is cannabis at 72% (down from 79% in 2012) and opiates (19% in 2013, up from 15% in 2012).

The safety sensitive industry with the highest increase in the total number of tests is mining/oil/gas, a rise of 84% to 9,207 tests in 2013, (up from 4,997 tests in 2012). The incidence of non-negative tests has risen from 3% to 4%, a rise of 33%. The drug most detected in this sector is opiates being found in 43% of non-negative tests, (down from 46% in 2012). Synthetic cannabis resulted in 10% non-negative results for 2013; synthetic cannabis testing was a new testing regime and limited 2012 results are available.

Forestry had an increase of 31% in testing numbers from 3,808 in 2012 to 4,985 in 2013. Overall the forestry sector non-negative rate is 8% for 2013 (down from 10% for 2012 and 12% for 2011). Cannabis reported a 77% non-negative rate versus 80% for 2012. Amphetamine-type stimulant detection has increased significantly from 8% in 2012 to 18% in 2013.

Mr Hilson says, "NZDDA is very pleased with the overall decrease in non-negative tests – down to 5.5% in 2013 from 6.4% in 2012. Of concern, however, is the tourism/adventure activity sector with a high incidence of cannabis detection. Seventy one per cent (71%) of non-negative tests detected this drug in 2013, down slightly from 75% in 2012. Disturbingly, methamphetamine detection was detected in 12% of those non-negative tests in this sector last year, with no detection in 2012. These results should send a message to operators and we hope that tourism/adventure activity businesses work hard to eliminate drugs entirely from their workplaces."

Drug testing reason

NZDDA's 2013 statistics analyse the test reasons (pre-employment, post-incident, re-test, random, reasonable cause or voluntary) on a national basis as well as regionally and by North/South Island, by industry and by drug type detected.

In 2013, 29.2% of non-negative results were conducted for reasonable cause; in 2012 this figure was 31%. In 2013 random testing detected 4.9% non-negative test results, down from 6% in 2012, with pre-employment testing at 4% for 2013, down from 5% in 2012 and post-incident reported 6.8% non-negative tests for 2013, down from 7% in 2012.

Mr Hilson says, "It's pleasing to see the decrease in non-negative test results. We believe this can be attributed to a number of factors including an increase in employee awareness regarding the dangers of drug and alcohol use in the workplace, and also understanding the potential for serious or fatal accidents. Also more random testing is a major deterrent factor within the workplace."

Drugs detected by region

Cannabis (THC) is detected more frequently in 'traditional' cannabis growing areas such as Northland, Waikato, the Bay of Plenty and the North Island's east coast. In Northland, cannabis was detected in 80.8% of the region's non-negative tests (72% in 2012). In the Bay of Plenty cannabis was found in 80.4% of tests (78% in 2012), in the Waikato cannabis was found in 81.4% of tests (74% last year) and in Gisborne 93.3% (94% in 2012).

The South Island's Tasman region recorded the biggest decrease in cannabis detection, down to 60.2% in 2013 from 72% in 2012, The opiate detection rate in Tasman, however, soared with a 48% increase from 2012 to 2013; and 38% up on the national average for opiate detection.

Hair testing for drugs

In 2013, 476 tests were conducted nationally, compared with 200 tests in 2012. Of those 2013 tests, more than 25% of those tests were returned positive (123 positive tests 2013; 65 positive tests in 2012).

Again, cannabis is the most detected drug. It was found in 47% of those positive tests in 2013. Methamphetamine, however, followed close behind cannabis and was detected in 38% of positive hair tests in 2013. Opiates were detected in 15% of positive hair tests for 2013.

"Hair testing provides another way of obtaining evidential results, which give a history of drug and/or alcohol use over the previous 90 days. Hair testing mostly takes place for 'white collar' pre-employment testing and the testing of witnesses in court, in particular the Family Court," says Mr Hilson.

Alcohol screening results

In 2013 NZDDA conducted 51,252 breath alcohol tests – up 30% from 39,369 tests in 2012. In 2011 there were 29,791 tests carried out and in 2010 there were 13,821 tests conducted.

Of the 51,252 alcohol tests performed last year, 150 (0.29%) of the tests were positive, down from a 0.4% positive figure in 2012. In 2011 the figure was also 0.4%, and in 2010 NZDDA reported 1.9% of alcohol tests were positive.

"The drop in positive breath alcohol tests in 2013 is very good news. This downward trend means that employees understand better that it's not good news to turn up to work with alcohol in your system," says Mr Hilson.

Employer/employee support

As well as providing workplace drug and alcohol testing services to employers, NZDDA also offers advanced drug and alcohol manager and employee training programmes as well as assisting their clients in designing and implementing workplace drug and alcohol policies. Last year, NZDDA worked with many businesses in developing these policies and procedures. In 2013 NZDDA developed and conducted drug and alcohol training for over 1500 people.

Andrew Schirnack, partner of specialist employment law firm Langton Hudson Butcher says, "Having a carefully drafted policy that is consistent with employees' employment agreements and is properly introduced is the starting point for law-

ful workplace drug and alcohol testing. Employers should then take care to abide by their own policies when undertaking testing. The Employment Court has made it clear that it won't tolerate employers departing from the rules they've set for themselves in policy."

Mr Hilson concludes, "It's an employer's responsibility to provide a safe workplace for not only their employees, but also any visitors to a site or office, to clients and customers, and to the general public. It's very pleasing to work with so many employers who are training their manager and supervisors, and also their employees, in workplace drug and alcohol policy planning and implementation.

"Workplace safety is a vital component in conducting business in New Zealand; people's health, welfare and livelihoods are at stake. Everyone in New Zealand is entitled to a safe workplace where there is no risk of impairment from drugs and alcohol. For NZDDA, we're proud to be able to accurately test and identify the presence of drugs and alcohol in the workplace and help make New Zealand workplaces safer for all."

The New Zealand Drug Detection Agency

NZDDA

Percentage of non-negative tests by drug type by industry: 2013

Industry	CANNABIS		AMPHETAMINE		METHAMPHETAMINE		BENZODIAZEPINES		COCAINE		OPIATES		SYNTHETIC CANNABIS	
	2013	2012	2013	2012	2013	2012	2013	2012	2013	2012	2013	2012	2013	2012
AGRICULTURE/FOOD/FISHERIES	81.0	87.0	5.0	3.0	4.0	4.0	1.0	1.0	0.0	0.0	13.0	13.0	2.0	0.0
CONSTRUCTION	72.0	79.0	6.0	5.0	9.0	9.0	1.0	1.0	0.0	0.0	19.0	15.0	2.0	2.0
CONTRACTORS	75.0	82.0	6.0	5.0	9.0	6.0	2.0	1.0	0.0	0.0	15.0	13.0	4.0	0.0
EDUCATION SERVICES	91.0	97.0	3.0	3.0	6.0	5.0	0.0	0.0	0.0	0.0	4.0	3.0	1.0	0.0
ENGINEERING	64.0	71.0	5.0	4.0	6.0	6.0	2.0	1.0	0.0	0.0	28.0	20.0	4.0	2.0
FINANCE/INSURANCE	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FORESTRY	77.0	80.0	8.0	3.0	10.0	5.0	1.0	1.0	1.0	0.0	14.0	15.0	2.0	0.0
LOCAL AUTHORITIES	74.0	80.0	18.0	7.0	20.0	7.0	2.0	0.0	0.0	0.0	20.0	22.0	0.0	0.0
HEALTH CARE/SOCIAL ASSISTANCE	43.0	19.0	0.0	6.0	3.0	13.0	10.0	9.0	0.0	0.0	50.0	66.0	0.0	0.0
HOUSEHOLD SERVICES	48.0	78.0	0.0	4.0	0.0	9.0	3.0	4.0	0.0	0.0	26.0	9.0	6.0	0.0
LABOUR HIRE	75.0	81.0	2.0	2.0	3.0	4.0	4.0	0.0	0.0	0.0	20.0	19.0	3.0	0.0
MANUFACTURING	80.0	84.0	1.0	1.0	3.0	3.0	3.0	2.0	0.0	0.0	14.0	18.0	1.0	0.0
MINING/OIL/GAS	36.0	40.0	7.0	6.0	6.0	10.0	2.0	2.0	1.0	1.0	43.0	46.0	10.0	3.0
POWER GENERATION	50.0	56.0	2.0	4.0	4.0	6.0	0.0	1.0	0.0	0.0	33.0	34.0	5.0	2.0
PROFESSIONAL/TECHNICAL SERVICES	73.0	73.0	3.0	5.0	6.0	8.0	5.0	0.0	0.0	0.0	19.0	20.0	4.0	1.0
RETAIL TRADE	62.0	68.0	13.0	0.0	15.0	4.0	0.0	0.0	0.0	0.0	18.0	28.0	5.0	0.0
SERVICE/HOSPITALITY	83.0	100.0	6.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	11.0	10.0	0.0	0.0
TOURISM/ADVENTURE ACTIVITY	71.0	75.0	6.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	18.0	33.0	0.0	0.0
TRANSPORTATION/WAREHOUSING	65.0	70.0	4.0	3.0	6.0	4.0	3.0	2.0	0.0	0.0	25.0	24.0	4.0	0.0
WASTE SERVICES	66.0	67.0	9.0	3.0	13.0	4.0	3.0	2.0	0.0	0.0	17.0	27.0	5.0	0.0
WHOLESALE TRADE	85.0	88.0	0.0	0.0	0.0	0.0	7.0	6.0	0.0	0.0	19.0	0.0	4.0	0.0

NEWS FROM OUR MEMBERS

CHRISTCHURCH CITY TRAMWAY

Although the deadline for submissions has passed, the Christchurch Tramway Historical Society has asked members to submit to the Christchurch City Council Annual Plan to ensure further funding is made available to complete the tramway extension.

"Tram Tracts" reports: However to achieve this more money will be required, and unfortunately, no further funding has been allocated in this year's Annual Plan. Once again THS, HTT, CTL, the business community, plus a number of individuals, will be putting in submissions this time seeking further funding (we understand that up to \$1.5M will be needed) to enable completion of this part of stage 1 of the extension. Sounds quite a lot of money but this is not a new initiative with nearly all of the track work already in place and this sum is about the same as we understand is being spent every day on other asset repairs and improvements such as sewers and roads.



Left: In Armagh Street between New Regent and Colombo Streets, four new steel poles (so far) were installed in late March, to replace building attachments as the buildings no longer exist. Photo by Dave Hinman from "Tram Tracts".

KIWI THE ENGINE AND FRIENDS AT PLEASANT POINT

On three days over Easter, Pleasant Point Railway held their "Kiwi The Engine and Friends" event. Other guest carriages were "Polly Pukeko", "Percy Penguin" and "Tana Tuatara". With Ab699 undertaking its ten year survey and the Model T Railcar out of action after its level crossing crash, D16 took centre stage as train locomotive "Kiwi".

From the look of these photos from Bryan Blanchard, the weather was better than a lot of the country over Easter.



Ab 608 RE-DEDICATION

On Anzac day a dedication ceremony was held for restored Locomotive Ab 608 "Passchendaele", at the Paekakariki base of Steam Incorporated.

Ab 608 was built at Addington in 1915, is owned by the New Zealand Railway & Locomotive Society, now proudly restored by Steam Incorporated. Soon to be running on the mainline, this historic locomotive took its first steps following restoration on 25 April, following the re-dedication ceremony where the name plate was unveiled by the Belgian attaché.



Left: The event at Paekakariki Station. Right: KiwiRail LE Danny Greene and KiwiRail's Head of Infrastructure and Engineering Rick Van Barneveld with the Passchendaele plaque . Photos. Daniel Garland

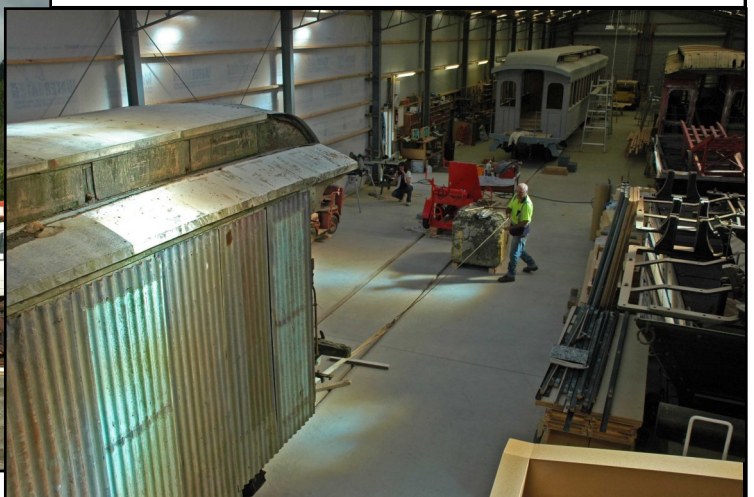
NZ RAILWAY AND LOCOMOTIVE SOCIETY WMR CARRIAGE RESTORATION



Rob. Merrifield reports: NZRLS took delivery of Wellington & Manawatu Railway carriage 42 on 23 April. The late Bob Mann had donated this, the third and last complete WMR carriage, to NZRLS. It was brought from Pukemiro to the Silverstream North End workshop by road overnight. The carriage was smoothly unloaded in an efficient operation, then winched into the workshop for eventual restoration.

NZRLS members have been working for a number of years on WMR No. 48, restoring it. This work is well advanced, with bodywork substantially complete, nearly ready for exterior topcoat painting. Fitting out the interior is in hand.

The other WMR carriage on site, No. 52, has been stripped for appraisal of repair needs to the framing.



Top: The carriage body is lowered on to its bogies. Above Left: WMR 42 arrives on site at Silverstream. Above Right: The carriage is winched into the workshop at Silverstream North End. Carriages 48 are left (in grey undercoat paint) and 52 (visible top right). Photos: Rob Merrifield



FRONZ 2014 CONFERENCE

Programme
Friday 30 May

1000	Coach departs Wellington Airport
1040-1120	Visit Mainline Steam, Plimmerton
1120	Coach departs Mainline Steam
1140-1230	Visit Steam Incorporated, Paekakariki
1230	Coach departs Steam Incorporated
1240	Visit/Lunch Wellington Tramway Museum
1430	Coach departs Wellington Tramway Museum Coach arrives Wanganui
1630 (approx)	Registration & Social Evening, Kingsgate Hotel The Avenue 379 Victoria Ave, Wanganui
1700-1900	

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Map Legend

- | | |
|---|------------------------------|
| A Kingsgate Hotel | B Hikurangi Stayplace |
| C Tram Barn & Paddlesteamer Waimarie | |
| D Steamrail Wanganui | |



FRONZ 2014 CONFERENCE

Programme
Saturday 31 May

0815	Registration continues at Kingsgate Hotel
0845	Welcome & Housekeeping Matters
0900	Conference Opening: Mayor of Wanganui District; Annette Main Host Welcome: SteamRail Wanganui Inc.
0915	NZTA "Action Plan - Strategy and Response". Rail Section Mgr, Russell Burnard
1000	<i>Morning Tea</i>
1030	Chris Northover - Founding CEO Taieri Gorge Railway
1100	Health & Safety Reform Bill - Trevor Burling
1115	FRONZ Boiler Inspection Strategy - Grant Craig/Nigel Hogg
1135	National Rail Museum Update - John Peterson. Chairman NRM
1145	Tramways Update - Dave Hinman.
1215	<i>Lunch</i>
1300	NZTA "Operational Issues". Rail Section Mgr, Russell Burnard.
1345	NZ Rail Heritage Trust. Murray King.
1415	Archival Video Presentation. Lindsay Benbrook.
1500	<i>Afternoon Tea</i>
1530	Ian Cotton - Kiwirail Update
1600	Conference breaks into Discussion Groups
	<i>Network Heritage Operators Meeting. A meeting for those member organisations currently registered and approved for Network Operations. Other delegates representing member organisations with genuine aspirations to considerations for future endorsement may attend.</i>
	<i>Tramway Operators Meeting. A meeting for those member organisations operating, or with aspirations to run, Tramways.</i>
	<i>A local rail related field trip will be available for other delegates at this time.</i>
Saturday Evening Free	

INTERNATIONAL RAIL NEWS

FRA APPROVES GRANT FOR COLORADO'S GREAT WESTERN RAILWAY

Here is an interesting story from "Trains" magazine that could have some comparison to the Napier Gisborne line, describing federal funding to repair a short line.

Published: April 11, 2014

WASHINGTON – The Federal Railroad Administration has approved a \$1.65 million grant to the Colorado Department of Transportation to help restore portions of the Great Western Railway that were damaged by severe flooding in September 2013.

Freight service along the Great Western was disrupted for nearly two months, including three weeks of suspended operations, due to washouts of the railroad in addition to heavy damage to equipment and infrastructure. The grant will help cover the costs to repair tracks, bridges, and equipment and remove debris at locations throughout Boulder, Larimer, and Weld counties.

Great Western is owned by OmniTrax Inc., but was founded in 1901 to serve the Great Western Sugar Company and other sugar, beet, and molasses companies in Colorado. It operates 80 miles of track and interchanges with BNSF Railway and Union Pacific.

The railroad gained fame in the early 1960s as one of the last short lines to operate steam locomotives, including 2-10-0 No. 90, now operating on Pennsylvania's Strasburg Rail Road.

CHINESE ROLLING STOCK IN TASMANIA

From "Railway Gazette" 3 April 2014: The last of 18 cement, 54 bulk ore, 17 coal and 120 intermodal wagons built by CNR Shenyang in China under a contract placed in late 2012 was ceremonially handed over to TasRail on March 31. The 1 067 mm gauge wagons have Wabtec brakes and SKF bearings.

'Once active in the network, these assets will deliver TasRail significant efficiency and productivity gains across several key indicators, including maintenance and fuel savings, plus a decrease in track wear and reduced risk of derailments through greater stability', said TasRail CEO Damien White.

'Last year we averaged 115 train movements per week and moved 2.6 million tonnes of freight across the network', said White. 'This demonstrates the increasing confidence customers have in putting their freight on rail, underpinned by TasRail's renewed reliability, capacity and customer focus.'

CNR says it has now exported more than 12 000 wagons to Australia since 2000, including coal, iron ore, grain and intermodal vehicles for customers including Rio Tinto, BHP Billiton, FMG, PN, Onesteel, AWB and Aurizon.

A1 STEAM LOCOMOTIVE TRUST NEXT PROJECT

With *Tornado* now operating successfully on the main line, thoughts inevitably started to turn to "what next for the Trust? Over the years we have been asked this question many times and more often than not most people's thoughts have turned to Gresley's magnificent P2s. The first Gresley class P2 No. 2001 *Cock o' the North* was completed in 1934 by the London & North Eastern Railway (LNER) at its Doncaster works. It was the most powerful express passenger steam locomotive ever built for a British railway. Designed by Sir Nigel Gresley, the Chief Mechanical Engineer of the LNER who also designed the famous class A3 4472 *Flying Scotsman* and world speed record holder class A4 4468 *Mallard*, the class, which was eventually to number six, was constructed for use on the arduous Edinburgh to Aberdeen route. The P2's 2-8-2 'Mikado' wheel arrangement and 6ft 2in driving wheels enabled them to haul 600 ton trains on their own, replacing two older locomotives. However, the P2s never lived up to their potential. The advent of the streamlined trains in the late 1930s and then the second world war meant that the design was never fully developed and all six were rebuilt as class A2/2 4-6-2 'Pacifics' in 1943/44 by Sir Nigel Gresley's successor, Edward Thompson, following Gresley's premature death in 1941.

The project to build Britain's most powerful steam locomotive, No. 2007 Prince of Wales, is delighted to announce that the first major milestone in the building of the locomotive, the procurement of the engine's frames, is now confirmed with an order placed with Tata Steel, a significant partner in the project.



SYDNEY OPENS INNER WEST LIGHT RAIL EXTENSION

From "Railway Gazette" 27 March 2014: The 5.6 km Inner West Extension of the Sydney Light Rail line from Lilyfield to Dulwich Hill was inaugurated by New South Wales Premier Barry O'Farrell and Transport Minister Gladys Berejiklian on March 27.

Adding nine stops, including an interchange with Sydney Trains' Bankstown Line suburban services at Dulwich Hill, the extension follows the alignment of a former freight line which served Rozelle and Darling Harbour. Trams will run every 10 min at peak times and every 15 min off-peak.

The light rail line between Central Station, Darling Harbour and Wentworth was opened in 1997, helping to stimulate the redevelopment of the Pyrmont and Ultimo districts. It was extended to Lilyfield in 2000.

The extension required three new sub-stations and new overhead line equipment to replace the former 1.5 kV railway electrification, as well as the construction of stops at Leichhardt North, Hawthorne, Marion, Taverners Hill, Lewisham West, Waratah Mills, Arlington, Dulwich Grove and Dulwich Hill.

The state is procuring 12 low-floor LRVs from CAF to operate the extended line. Four leased Urbos 2 vehicles used in Vélez-Málaga and Sevilla in Spain have been delivered to augment the original seven Adtranz Variotrams, which will be replaced by Urbos 3 cars now under construction. Additional stabling facilities have been provided at Pyrmont depot and the site of the former Rozelle goods yard at Lilyfield.

The Inner West Light Rail network is currently operated by Transdev Sydney under contract to Transport for NSW. From mid-2015 it will be transferred to the PPP concessionaire selected to build and operate the 12 km CBD & South East light rail line.



FLYING SCOTSMAN: RESTORATION WILL DEFINITELY BE FINISHED

From *Heritage Railway Magazine*: The National Railway Museum has announced that restoration work to return the world's most famous locomotive Flying Scotsman to steam will continue, after a milestone moment in the project has been safely passed.

In October last year the York-based museum announced that the remaining works on No. 4472, including the alignment of the middle steam cylinder, would take place at Riley & Son (E) Ltd, Bury. However a note of caution was that there was still an unknown element that could make this complex project hit the buffers – a small section of the main side frames that could not be examined until the steam cylinders were removed.

The condition of this final piece of the iconic locomotive is now known after the cylinders were removed from the frames of the steam legend and all areas received a detailed examination by specialist engineers. Extensive non-destructive testing confirmed that there were no significant problems with the frames, but revealed some limited issues with the condition of the cylinders.

The final assessment of the viability of the restoration has now been made by the museum and its trustees and a resounding go-ahead given. It is hoped that the Gresley locomotive, the sole survivor of the A3 class, will be fit to operate within the stringent requirements of today's modern railway network by summer 2015.



Once the return to main line operation is complete, a commercial partnership agreement has been reached, under which Riley & Son (E) Ltd will manage the operation of the locomotive for a period of two years. This will include a programme of ongoing maintenance and helping to resolve any issues that may arise.

TANGMERE FAILURE: RAIB LAUNCHES INVESTIGATION

From Heritage Railway Magazine: THE Rail Accident Investigation Branch has launched an investigation into the failure of Bulleid Battle of Britain Pacific No. 34067 *Tangmere* while hauling a passenger train between Fleet and Winchfield stations on Saturday, November 23.

At about 18:50, train 1Z94, the 17:48 charter service from London Waterloo to Weymouth, was approaching Winchfield, where it was due to stop for the locomotive to take on water.

While the train was travelling at about 40mph, the right-hand connecting rod became detached at the leading end (referred to as the small end), and dropped down.

The end of the detached rod struck the conductor rail, and there was some electrical flashing. This was noticed by the locomotive crew, and the driver stopped the train immediately, about one mile outside Winchfield station, said the RAIB.

After running along the conductor rail for some distance, the connecting rod dropped onto the sleeper ends just before the locomotive came to rest.

The locomotive's support crew dismantled the connecting rod, and the train was then assisted by the diesel locomotive that was attached to its rear as far as Basingstoke, where the passengers transferred to another train to continue their journey.

The RAIB's preliminary examination found that the small end assembly, in which the connecting rod is secured in the crosshead by a gudgeon pin and associated nut and cotter, had come apart.

The gudgeon pin was found intact, lodged on the locomotive, but the nut and cotter have not yet been recovered.

The RAIB's investigation will seek to identify the sequence of events leading to the connecting rod becoming detached. It will include the design, manufacture, installation and maintenance of the components making up the crosshead and piston assembly, and relevant aspects of the operation and maintenance of the locomotive.

The RAIB wants to hear from anyone who has a photograph or video recording showing detail of the right-hand side of *Tangmere*, taken at Waterloo or subsequently on the journey during the evening of Saturday, November 23.

The RAIB's investigation, announced on December 13, is independent of any investigation by the Office of Rail Regulation.

The RAIB will publish its findings, including any recommendations to improve safety, at the conclusion of its investigation.



USA MAINLINE HERITAGE ACTION



Historic UP meets modern UP as a St. Louis bound freight is overtaken by 4-6-6-4 UP 3985 at track speed just a few miles away from its destination in downtown St. Louis. October 06, 2010. John Witthaus.

SOUTHLAND EXPERIENCE—PART TWO. CATLINS RIVER BRANCH

The next ghost railway I got to see on my recent Southland holiday was the Catlins River Branch that ran from Balclutha to Tahakopa. We approached it from the south west via Edendale and Wyndham (the site of another long closed branch line) over the Tahakopa Valley Road, where you get a real feel for the small out of the way village. It is still very much a remote location. Only railway building remaining at Tahakopa is a very dilapidated railway station seen in the images below.



Images of interior and exterior of the Tahakopa station building

SOUTHLAND EXPERIENCE—CATLINS RIVER BRANCH—Continued

We then drove up to Owaka, a very pleasant small country town. No sign of the railway there, The station area has been long built on, but a very well organised and run museum is worth a look. Their railway displays are very good.



Above left: There was a Moa grazing on the lawn outside the museum!

Above and left: Railway displays in the Owaka Museum

As we travelled north towards Balclutha just north of Owaka is a rest area and short walkway to the southernmost tunnel in New Zealand, the Hunts Road tunnel. A most impressive structure.

I understand there are other structures still present at some locations but we did not have time to divert to them.



Left: Formation at southern approach to Hunt's Tunnel.

Right: Hunts tunnel south portal



PICTURE OF THE MONTH



ANZAC SPECIAL

A great portrait taken by *Daniel Garland* at the Anzac day dedication ceremony for Ab 608 "Passchendaele", at the Paekakariki base of Steam Incorporated.

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