



JOURNAL

**JUNE 2014
ISSUE # 133**

PUBLISHED BY FEDERATION OF RAIL ORGANISATIONS NZ INC : P O BOX 140, DUNEDIN 9054

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

IN THIS ISSUE

Conference 2014	1	Members Classifieds	8
FRONZ Awards 2014	2	David Webb Consultancy	8
From the Man Cave	4	NZDDA Training	9
News From Our Members	5	ABExplorer Tours	9
FRONZ Web Site	7	North Auckland Line Update	10
Tracksafe Foundation	7	Picture of the Month	11
UK Rail Accident Report	7		

CONFERENCE 2014

I hope all of our 104 delegates, partners and visitors got something valuable out of conference. We are happy to hear feedback on anything good or bad that can help us make future conferences better.

Firstly again we must thank our sponsors; NZ Transport Agency, Rail Heritage Trust, and Z Energy/Minitankers. Without sponsorship of conference the costs for delegates would be considerably higher.

Also we need to thank Rob Riley, our coach driver, who allowed us to get a good price for the coach as he donated his time. The coach was well used for the travellers to and from Wellington and the local use around Wanganui.

Our host group SteamRail Wanganui did a great job of making us welcome, and putting together interesting and useful delegate packs. Thanks to the team led by Blair Jordon, particularly Ray Deerness, who at the last minute agreed to guide a local tour that included many locations of both railway and tramway heritage around the city.

Our guest speaker Chris Northover gave a very interesting presentation on the early days at Taieri Gorge Railway as it was ushered from a small volunteer organisation into a major professional tourist operation. As time goes on many of our groups will see merit in a more professional approach including use of paid administrative staff allowing the volunteers to get on with what they prefer, safely running and maintaining railways, tramways and other attractions.

Another highlight was the introduction to "Tracksafe" by Megan Drayton. Hopefully many of our members will make use of the information and material available and be able to use our operations to help get the rail safety message across to the public.

The annual Kiwirail Update presented by David Gordon, General Manager Network Performance, gave us some sobering information about our national rail company.

Russell Burnard and the NZTA team were able to give us clear direction on the expectation of the rail regulator in the immediate future.

We made some real progress on the issue of boiler inspections with Peter George.

Our other presenters Dave Hinman with a national tramway update; Murray King presented the latest Rail Heritage Trust projects, including the Greytown Goods Shed; Lindsay Benbrook with a fascinating video presentation of many historical and modern aspects of local railway and tramway activity; plus National Railway Museum progress from John Peterson and an update on the Health & Safety Reform Bill from Trevor Burling.

Our field trips included a visit to our host group's preservation site at Taupo Quay where good progress on numerous projects was apparent, and a ride on the newly completed tram at the Tramways Wanganui Trust site. Our Sunday afternoon cruise on the paddle steamer, Waimarie, was certainly a highlight and a look at a different steam preservation operation.

Our annual awards dinner gave us the opportunity to once again recognise excellence in railway and tramway preservation, but it was disappointing that a couple of premier awards did not receive any suitable nominations. Let's make it a full list of award winners next year!

All weekend was made much more pleasant by the perfect Wanganui weather.

FRONZ AWARDS 2014

Here is the full list of awards presented to our members at the annual Awards Dinner at the 2014 FRONZ Conference.

Kiwirail Infrastructure Improvement Award (with \$2,000 from Kiwirail)
Canterbury Railway Society for completion of the Ferrymead Triangle.



Shantytown Steam School Steam Locomotive Restoration Award (with \$2,000 sponsored by Tai Poutini Polytech)
Steam Incorporated for Ab 608.



Rail Heritage Trust Award
Glenbrook Vintage Railway for Brights Rd Bridge.



with Merit to
Reefton Historic Trust Board for Class B Railway House relocated from Mawheraiti



Goods Wagon Restoration Award (with \$500 sponsored by MoTaT Society)
Glenbrook Vintage Railway for work train consisting of Lc 44073, Yh 950, and E2101 with hut.

Taieri Gorge Railway Passenger Car Award (with \$500 from TGR)
Pleasant Point Railway & Museum for A1142



Tramway Restoration Award (with \$500 from MoTaT Society)
Tramway Historical Society for Mornington Cable Car Trailer 111

PS Heighton Award for Excellence (with \$500 from MoTaT Society)
Canterbury Railway Society for leading the Christchurch Rail 150 celebrations.



Weta Workshops Award for Creativity
Pahiatua Railcar Society for visionary railcar preservation and their unique rural rail and restoration complex at Pahiatua



No awards were made this year for the Diesel/Electric Loco Restoration Award or the AON Young Achievers Award.

FROM THE MAN CAVE

Our FRONZ Wanganui Conference Guest Speaker gave us a glowing review and discussed how the delegates contributed to the local economy in his weekly column in the Wanganui Tribune. Thanks Chris. Hope the local fare we offered was better than your Otago Fish & Chips and Whiskey!

You did us proud, Wanganui

**Chris
Ross
Northover**
GRUNTS FROM
EDITORIAL



IFELT proud of Wanganui on Queen's Birthday weekend. I was invited to speak to the annual meeting of the Federation of Railway Organisations of New Zealand, and the hundred or so delegates were treated to the nicest weather we have had for some time — the whole place just shone.

But that's not all. Many of us climbed aboard the PS Waimarie on Sunday and enjoyed a shipshape social occasion on our trip up the river to Upokongaro.

Very Bristol fashion — that steamboat just keeps on getting better and is a credit to the people who look after it. It was surprisingly spacious, warm and comfortable in the lounge below decks and I found myself hoping that I would be press-ganged into stoking the boiler — I had even worn my older gear just in case.

Probably just as well after my "shoulder trouble", said the sensible member of the family.

We were even treated to an appearance by Alexander Hatrick, who used to own the boat back in the day. He gave us the story of how he had begun in business in Wanganui near the turn of the century and eventually owned a number of riverboats including the Waimarie — which he named after his niece Marie, pronounced "Marie".

Alexander was almost single-handedly responsible for bringing millions of pounds worth of commerce to early Wanganui and making us the city we are today.

It was delightful to see the likeness old Alexander had to Peter Hardy who runs the River Boat Centre — he could be his doppelganger.

We pulled up to the dock at the end of our trip, keen to see the newly completed refurbishment of Mable, our very handsome number 12



HISTORIC: Alexander Hatrick (or is it Peter Hardy?) recounts the early days of the Waimarie to the steamboat passengers on the journey upriver.

PHOTO/SUPPLIED DSCN5394_WAIMARIE_140601

tram. The delegates were treated to a close-up view of the tram, even underneath — the tram enthusiasts among them were close to drooling.

Again, it was a credit to the people who spent so much time bringing it back from the jaws of oblivion. Or firewood. Well done.

The delegates were almost all involved in running tourist railways in New Zealand, so they know their "old iron" and the tourist industry.

They were impressed with the Waimarie, the tram, the River Traders' Market, the galleries, the Kingsgate venue and the heritage nature of the town generally.

And they often commented on what it is that we have here.

Like a ripe plum just waiting to be plucked off the tree. So long as we don't allow "earthquake hysteria" to tear it all down, that is.

So what did we get out of it? At the end of the day — going forward — at this point in time — onshore, so to speak? Well, the venue got a nice big cheque for around \$14,000 for awards dinner, and for the rooms for some of the delegates, plus the money that the delegates spent in the bar. Then there is the money that the delegates and partners spent in the galleries and cafes downtown, together with the accommodation of those delegates who stayed elsewhere in town. This could easily double that amount.

Probably a total "spend" of

\$30,000. Economists tell us that a dollar spent in those circumstances will go round the town four or five times.

Conservatively, Wanganui has benefited by well over \$100,000 because FRONZ decided to spend Queen's Birthday with us. That is a few shopping carts filled with groceries, isn't it?

What's more, we have sent out into the world well over 100 ambassadors thoroughly pleased with their stay here.

■ *Chris Northover is a Wanganui-based former corporate lawyer who has worked in the fields of aviation, tourism, health and the environment — as well as designing electric cars and importing photo-voltaic panels*

NEWS FROM OUR MEMBERS

PAHIATUA RAILCAR SOCIETY

Some confusion has occurred regarding the Weta Workshop Award to the Pahiatua Railcar Society at the FRONZ Conference. To clarify how this award was decided the comments made by FRONZ President Grant Craig at the presentation are reprinted here.

In the space of 20 years, Pahiatua Railcar Society has turned one man's vision into a remarkable success. Based on a creative idea to be a dedicated heritage site to honour NZR's amazing success with a series of different classes of diesel-powered self-propelled passenger rolling stock, they have achieved through a mix of imagination and sheer hard work a railway museum of national significance, both at home and globally.

Pahiatua Railcar Society has also developed an attractive heritage precinct that is one of the more attractive rural railway station sites in the country. Starting with a now rare 1950's era replacement station building plus a century old goods shed, they have added their specialist restoration depot that nicely blends into the setting. They now have examples of all the 1930's on, North Island models with RM 5 (Rimutaka), RM 31 (Standard) and RM 121 ('Twin-set'). RM 31 is unique in the land with main line accreditation and running main line trips.



BLENHEIM RIVERSIDE RAILWAY

Congratulations are in order for John Orchard, Blenheim Riverside Railway Society President, as he made the 2014 Honours List and was awarded a QSM for his work in heritage preservation.

Here is a link to an article about the award: <http://www.stuff.co.nz/marlborough-express/news/10113051/Marlborough-men-honoured-in-awards>

Blenheim Riverside Railway is the host for the 2015 FRONZ Conference and John has already done some good work towards a venue, accommodation, and sites to visit at the event.

In the accompanying picture from Fairfax NZ, note the Hi-Viz safety shirt John is wearing and his "safe" location beside not between the tracks, plus the obvious vigilance of the LE!!!!



GLENBROOK VINTAGE RAILWAY

Ben Jeffcoat (FRONZ AON Young Achiever 2012) has kindly sent some recent pictures and update on happenings at GVR.

On Tuesday 3 June 2014, Dr. David Black stepped down as General Manager of the GVR. His replacement is Mr. Glenn Deed of Waiuku who has been associated with the railway for a number of years. Glenn & wife Louise, attended the 2014 FRONZ conference, and said they enjoyed it along with meeting members from the other FRONZ groups.

Ww 644, out of service since April with a holed dry pipe is just about re assembled after a thorough overhaul of the superheater elements, and a new extra thick dry pipe.

Ja 1250 finished off the 2013/2014 operating season for the GVR.



Ww 480's side tank's getting removed from the frame and onto the 'EWW' well wagon. 4/6/2014. Photo by Rick Schrueder



Ww 480's boiler lifted off the main frame for the first time in 12 years. 7/6/2014. Photo by Rick Schrueder.

The GVR steam crane - Cowans & Sheldon No. 224 of 1937 was kept busy in early June with a couple of significant lifting jobs it was required for.

Progress towards a replacement boiler for Ww 480 is continuing, with details of an all welded design being finalised with the aid of engineers from Puffing Billy and Queensland Rail in Australia, both of these having operated locomotives with all welded boilers for many years. Four experienced manufacturers have submitted bids to build the boiler, three in NZ, one in Australia. We have removed the side tanks and boiler from 480 and are preparing the boiler for inspection by the successful tenderer. Removal of the boiler revealed a bent main locomotive frame also.

A major step forward for the Ds 207 restoration. The 8 cylinder 'Gardner' Engine has now been installed back into the main loco frame. This engine received a major engine overhaul a couple of years ago, and has since been tested on a dyno. The two air compressors have also been overhauled and are fitted to the loco. Currently the 5 speed gearbox is now under heavy overhaul, and once completed, it will be reunited with the locomotive.

The third GVR steel bodied mainline car, A 1991 is continuing to make great progress with the main passenger saloon getting carpeted. The disabled toilet is starting to take shape, and the Guards compartment end is also looking very smart with the new Car Host serving area. This compartment will also have two wheelchair lifts installed in each side door.



Above: Ds 207's 8-cylinder 'Gardner' Engine getting prepared for lifting into and installed into the locomotive frame. 7/6/2014.

The Glenbrook Turntable also continues to make good progress, and the GVR Track Gang have been busy with various maintenance, and new project jobs around the railway.

FRONZ WEB SITE. IS YOUR ORGANISATION UP TO DATE?

The new FRONZ web site was discussed briefly at conference. It was emphasised that each member organisation now can log on to the web site to maintain their own details. It will no longer be done by the FRONZ web team. All FRONZ members have received an email with login details for our new website.

AT THE TIME OF WRITING ONLY **EIGHTEEN** OF OUR MEMBERS HAVE SET UP THE LINKS TO THEIR OWN WEB SITES. SOME QUITE SIGNIFICANT RAILWAY OPERATORS HAVE NOT YET DONE SO.

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.

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.

If anyone has any problems, please email admin@fronz.org.nz.

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.

ONCE AGAIN IF YOU HAVE ANY PROBLEMS PLEASE E-MAIL THE ABOVE ADDRESS FOR GUIDANCE.

TRACKSAFE



Megan Drayton gave a full introduction to the work of the Tracksafe Foundation at Conference. Delegates all received Tracksafe badges in their welcome packs. Hopefully they are being worn. More are available from Megan and also there are plenty of posters and other information that can be displayed at your sites. Look for current campaigns and opportunities to publicise rail safety at the Tracksafe website www.railsafety.co.nz.



UK RAIL ACCIDENT REPORT

A recent UK Rail Accident Investigation Branch report on a Locomotive failure may have some relevance for our members.

The full report is available at http://www.raib.gov.uk/cms_resources.cfm?file=/140616_R132014_Winchfield.pdf

At about 18:50 hrs on Saturday 23 November 2013, while a steam-hauled passenger train from London Waterloo to Weymouth was approaching Winchfield in Hampshire at about 40 mph (64 km/h), **the right-hand connecting rod of the locomotive became detached at its leading end** (referred to as the small end), which dropped down onto the track. The driver stopped the train immediately, about one mile (1.6 km) outside Winchfield station. There was some damage to the track, but no-one was hurt. The accident could, in slightly different circumstances, have led to derailment of the train.

The immediate cause of the accident was that the small end assembly came apart, allowing one end of the connecting rod to drop to the ground. The reasons for this could not be established with certainty because some components could not be found after the accident. It is possible that the gudgeon pin securing nut unwound following breakage of the cotter and previous loosening of the nut. A possible factor is that the design of some components had been modified during the restoration of the locomotive some years earlier, without full consideration of the possible effect of these changes. There were deficiencies in the design and manufacture of the cotter. It is also possible, but less likely, that the securing nut split due to an inherent flaw or fatigue cracking.

RAIB has made four recommendations. They cover the maintenance arrangements for steam locomotives used on the national network, a review of the design of the small end assembly on the type of locomotive involved in the accident, guidance on the design and manufacture of cotters, and assessment of risk arising from changes to the details of the design of locomotives.

MEMBERS CLASSIFIEDS

KIWIRAIL GT WAGONS

From Mike Mellor at the Rail Heritage Trust:

KiwiRail is about to withdraw GT car-carrying wagons. If any FRONZ members are interested in one? They are large (25m long), and rather specialised!

Contact Mike Mellor, 04 498 3089, railheritage@railheritage.org.nz

PAHIATUA RAILCAR SOCIETY LIGHT BULBS WANTED

PRS require spare bulbs for Railcar RM 31, 24v system. The bulb is marked 32v X 150w G ES [Giant Edison Screw] for the main upper head light and 100w for the lower light. PRS would be thankful for any help as to where they we may be able to obtain these. Contact Graeme Parker, P: 06 3760200 DDI:06 3760206. Picture at right. Graeme.Parker@Tararua.govt.nz.



TAIERI GORGE RAILWAY LIGHT BULBS AVAILABLE


TGR has approx 300 15W 32V BC bulbs available free of charge, except postage. These bulbs are low wattage (same wattage as steam locos) and they were probably used for instrument lighting. Contact Grant Craig at GrantC@taieri.co.nz

LUGGAGE TROLLEY, SACK BARROW

Free to good homes: One smaller size NZR platform luggage trolley, large wheeled centre axle, stencilled Paekakariki, good condition, and one ex NZR wooden sack barrow, sound condition though needs a paint. New owners to arrange transport. Located in Wairarapa. Enquiries to Euan MQueen basecamp2@xtra.co.nz

DAVID WEBB CONSULTANCY


Those who were at the FRONZ Conference will be aware that FRONZ is working with David Webb (former KiwiRail trainer) regarding training of mainline loco crews. He is also available for other tasks for member groups as well. His brochure is below for your reference.



How can Spike work with your organisation to achieve their goals?

- Independent rail operational advice
- Best practice assessments
- Risk assessments
- Technical writing
 - Rule and code books
 - Operating instructions and processes
 - Site safety plans / joint operating plans
 - Train operating processes
 - Passenger train evacuation plans
- Operational assessments
 - Practical coaching
 - Theory refreshers
 - Passenger train evacuation practical training sessions
- Coaching of new trainers
- Document review:
 - Codes of practice
 - Rule books
 - Manuals
 - Joint operating plans
 - Operating instructions for new or modified equipment
- Training logistics and planning advice

About Spike



David Webb has a passion for learning and development with over 20 years' experience in training and instructional design roles.

Credentials:

32 years rail experience in New Zealand that includes:

- Locomotive operation; freight and passenger trains including EMU
- On board passenger - Train Manager role
- Operational Training: Shunting, Train Inspection, Signal box duties, Servicing Assistant, Second Persons duties, Guard duties, Locomotive Engineer
- Initial certification and reassessment of rail operational employees
- Training design:
 - Vehicle handbook review; Standard railcar, Da locomotive
 - Locomotive conversion modules; Dj, De, Da and Standard Railcar
 - Heritage training modules for; Guard, Train inspection vintage rolling stock
 - Risk assessment and documents to cover practical tunnel evacuation exercises
 - Author of the Heritage Operating Manual

Qualifications

Qualification	Organisation
Professional Membership	New Zealand Association of Training and Development
National Certificate in Adult Education and Training, Level 5	New Zealand Qualifications Authority
Moderator	New Zealand Qualifications Authority
Assessor	New Zealand Qualifications Authority

Fee Schedule - GST exclusive

Task	Standard rate (per hour)	Not for profit rate (per hour)
Technical writing	\$125.00	\$75.00
Document review	\$65.00	\$45.00
Training	\$125.00	\$75.00
Training preparation e.g. preparing workbooks, materials	\$65.00	\$45.00
Travel, accommodation and disbursements.	At cost	
Document writing	Price on application	
Coaching trainers		
Project management		
Moderation		

Notes:
When a project has more than 20 days' billable work, 15% off the hourly rate.
Valid from 1/5/14 - 31/3/15

spike@webbpartners.co.nz www.webbpartners.co.nz

NZDDA NATIONAL MANAGEMENT TRAINING DATES

The New Zealand Drug Detection Agency

NZDDA

NZDDA run training workshops for those companies with a small number of managers/supervisors as well as for those big companies who want to see if the NZDDA management training would suit their requirements before rolling out training for the whole company. They have also been useful for those clients who bring on new managers/supervisors after the initial management training has been delivered on-site to the company. This allows the client to

bring the managers/supervisors up to speed with the companies drug and alcohol policy quickly without having to wait to have the numbers to run another in house workshop.

The workshops have received excellent feedback and have also provided some very good networking opportunities for the attendees.

Our offices throughout the country run these on a regular basis and listed on the web site are dates and locations of up and coming training days.

For more information on the workshops please go to www.nzdda.co.nz.

FROM ALLAN BOYER - FORGOTTEN WORLD TOUR

I am considering a journey on the Okahukura to Stratford rail line by the new innovation that is the FORGOTTEN WORLD rail trail utilising the Rail Cart operation that operates over the summer on the mothballed Stratford Rail Line. This would just be for a group of railway enthusiasts and I would organise this outside my usual tourist business. In other words just a way to get away with a group of like-minded people who would enjoy the experience.

So what is in mind? We would meet in Wellington or Palmerston North and hire a suitable vehicle and drive through to Taumaranui or Stratford depending on where we are starting. Take the 2-day journey on the carts with an overnight stop in Whangamomona and at the conclusion head back by road to our starting point then to Wellington or Palmerston North. Another option may be to fly into Wellington then take the Northern Explorer train to Taumaranui to connect with rail riders then bus back to Wellington then home. Probably need to allow 5 or 6 days to undertake the mission.

So what about the cost? The Rail Cart experience is \$495:00pp for the 2 days with lunch and snacks included both days. All the overnight accommodation is additional as are the costs of transport to and from home. We could even look at driving to Picton and use the Ferry to Wellington but with cheaper air fares around flying may be the best option.

I would be looking to the early part of the season October or November to do this.

If you would like to know more or are interested let me know as I intend to proceed now with looking at the logistics of the idea. Also let others know whom you think might be interested in such an adventure. It should be awesome.

Contact Allan at abexplorertours@xtra.co.nz



On Queen's Birthday Monday our FRONZ Conference host group Steamrail Wanganui opened their facility to the public and offered popular jigger rides. Photos: Scott Osmond



NORTH AUCKLAND LINE UPDATE

A group called "Save Our Rail Northland" made a request under the Official Information Act for status of trains on North Auckland Line and Dargaville Branch Line. The following was the response from Kiwirail.

Frequency of trains on the North Auckland Line and the Dargaville Branch Line? Direction of Travel. Destinations? Types of trains: ie. locomotive type?

We currently run the following trains in Northland:

- Two return trains each weekday between WREI and AUCK (one train is DFT+DC, the other is single DFT)
- Forestry Shunts weekdays as required between Otiria or Dargaville and Portland, normally one or two DC locomotives (normally most weekdays)
- Fonterra Shunts weekdays as required between Kauri and Northport, normally one or two DC locomotives (normally every weekdays)

Tonnage being carried on the North Auckland Line and the Dargaville Branch Line - or tonnage that is now being carried by road transport?

Tonnage for the 12 months from 27 May 2013 – 25 May 2014 is 241,258.

Tonnages on the line for the past three financial years were:

- FY 2011 308,122
- FY2012 314,989
- FY2013 298,344

Type of freight being carried on the North Auckland Line and the Dargaville Branch Line?

Forestry generally accounts for around 70%, dairy for around 25% and other general freight for the remaining 5%.

Significant repairs or improvements being carried out on the North Auckland Line and the Dargaville Branch Line?

Over recent months significant capital work has been completed on the NAL. This has included:

- Re-railing and re-sleeper activities.
- Timber bridge member replacements on both the NAL and Dargaville lines.
- Level crossings upgraded.

In the coming month as our financial year draws to an end a number of substantial capital projects will be completed, including bridge and track re-sleepering.

In approximately 6 weeks our track tamping machine will be working on the NAL. In support of this 1800 cubic metres of ballast will be discharged from work trains.

Work completed to date has also been supported by work crews based in Auckland.

Maintenance crews operating along the North Auckland Line and the Dargaville Branch Line.

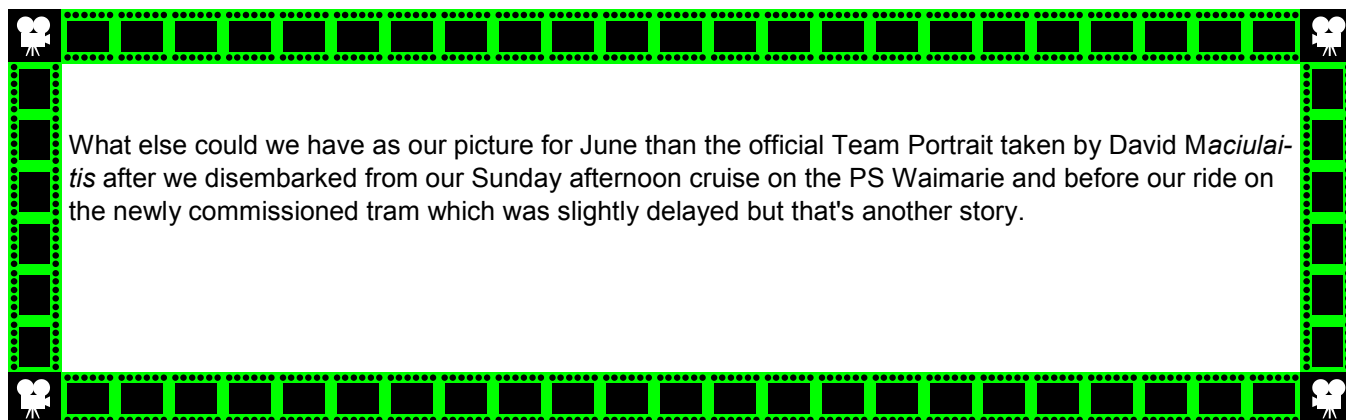
There are track crews based in Helensville, Maungaturoto and Whangarei. These crews are tasked with the responsibility of undertaking the maintenance functions on the NAL. In addition a fourth crew based in Whangarei is responsible for the Dargaville line. Work crews based in Auckland also support these teams.

Likely future of freight services on the North Auckland Line and the Dargaville Branch Line.

Our intention is to continue to work with existing customers with existing traffic and to identify future business opportunities with existing and potential customers. The Government has charged KiwiRail with acting commercially and as such the future viability of this line, along with all other parts of the business of KiwiRail remain under active consideration.

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

PICTURE OF THE MONTH



**FRONZ CONFERENCE BLENHEIM
29 MAY—1 JUNE 2015**

**FRONZ JOURNAL # 133
WAS PUBLISHED ON 24 JUNE 2013**
CONTENTS MAY BE REPUBLISHED WITH ACKNOWLEDGEMENT