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NZTA RAIL SAFETY MANAGER ANNOUNCED

I am pleased to announce the appointment of Debbie Despard to the role of National Manager Rail Safety. Debbie has been acting in this over the last few months, and in this short time has provided sound leadership and insights on a range of safety related matters. Debbie is an experienced senior leader within the Public Sector, and joins us from the Department of Internal Affairs where she has held a range of regulatory leadership roles in the Gambling Compliance Group, the most recent being as Director, Gambling Compliance.

Debbie has a strong record of success in the development and implementation of work programmes within a regulatory context, together with an in depth understanding of the application of regulatory concepts and responsive regulatory practice.

As you are aware, over the past year the Transport Agency has been repositioning how we give effect to our regulatory role within the rail sector to improve overall safety outcomes. This appointment is an important step forward, and an early priority for Debbie will be to establish a longer term strategy and work programme to build on our repositioning work of the last 12 months.

In the role of National Manager Rail Safety, Debbie will report directly to myself, and be a member of the Access and Use Group Leadership Team. Over the coming months, we will want to discuss with you and keep you informed as we continue to develop plans for improving effectiveness of our activities in our role as regulator for rail safety. **Celia Patrick**

Director Rail Safety

Group Manager Access and Use

TUNNEL SAFETY UPDATE

On 22 September, NZTA facilitated a meeting to identify interim, minimum safety controls for heritage and tourist operations through Category 1 tunnels until longer-term measures under the Tunnel Improvement Programme are implemented. These could be set in place for trains in these tunnels until further mitigations are worked through.

The meeting was attended by representatives of FRONZ, Taieri Gorge Railway, Steam Incorporated, Worksafe, Kiwirail.

The main mitigations that may be put in place are fire suppression in diesel locomotives and generator cars and the need to eliminate emergency handle activation while in a tunnel, either by an automatic function or manning of carriages.

This is a work in progress but some changes on how we operate in tunnels are going to happen.

YOUR RAIL SAFETY REPORT IS DUE

To: All Operating FRONZ Members

This is a friendly reminder that operating members need to get their annual Rail Safety Report in to NZTA by the end of September. A big "thanks" to those who have already done so.

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

CHALLENGING AND FRUSTRATING YEAR HITS KIWIRAIL

KiwiRail has had a 'challenging' and 'frustrating' financial year, the national railway announced on August 29, adding that it is 'cautious about the outlook for 2015', particularly in the commodities sector.

KiwiRail warned that it 'cannot rely on revenue growth alone to get us to a sustainable position'. Improving its financial performance will require 'a more cost-effective and efficient business model', and so the company is to focus on asset and labour productivity, efficiency, and on-time performance.

It has begun an internal 'back to basics' review of the business, including revisiting assumptions in the turnaround plan which was launched in 2011. This review will take into account a government study published in March this year which predicted average increases in freight tonnage of 2% per year to 2042, with the use of larger ships changing freight flows.

KiwiRail was hit by two high-profile problems during the year to June 30. The loss of a propeller on inter-island train ferry *Aratere* required another ship to be chartered. This was followed by the discovery of components containing asbestos in 40 new DL Class locomotives, comprising 20% of the locomotive fleet; KiwiRail reports it is making 'good progress' with removal.

Overall operating revenue was down 0.5% at NZ\$724m. Freight revenue was steady at NZ\$460m, 64% of the total revenue, with a 6% growth in domestic revenue offsetting a 5% decline in bulk (particularly milk and coal) receipts and a 2% decline in import/export.

Passenger rail accounted for 7% of revenue. Ridership and punctuality on the Tranz Metro passenger business in Wellington improved, with farebox revenue up 7%, while the profitability of the Scenic Journeys long-distance business improved with ridership up 5% and costs 'controlled'.

However the impact of the ferry and locomotive problems, plus greater maintenance and capital expenditure, wage increases and the cost of seismic works, meant the overall operating surplus fell by 28% from the previous year to NZ\$77.5m. The overall post-tax loss was NZ\$248m, compared to NZ\$175m in the year to June 30 2013.

From: Railwaygazette.com



AUCKLAND ELECTRIFICATION COMPLETE

NEW ZEALAND: Auckland Transport's Western Line was energised on September 4, completing the electrification of the city's suburban network. Electric services on the Newmarket – Swanson route are scheduled to begin running next year.

The first electric services started running in April on the Southern Line between Britomart and Onehunga.



Electric services were introduced on the Eastern Line and the branch to Manukau from August 15, in a phased programme with selected services switching over as the new EMUs enter traffic. Auckland's 25 kV 50 Hz electrification programme was launched in 2009 and covers three suburban lines and two branches totalling 150 route-km.

Construction of a NZ\$25m train and bus interchange at Otahuhu on the Southern Line to Papakura is due to begin in December for completion in mid-2015.

From: Railwaygazette.com

LAUDER RAILWAY STATION RETURNING TO ORIGINAL SITE

From Otago Daily Times 28 August 2014

The Lauder railway station may get wheels of its own, if only briefly.

Plans are under way to move the railway station by truck back to near its original site, next to the Otago Central Rail Trail, which follows the route of the Otago Central Railway.

The wooden building was sold after the station closed in 1985, and has sat on private property about 400m away from the trail since.

It had previously stood next to the railway line which ran between the Ida Valley and Omakau from 1904 until 1990.

Lauder Beautification Society member Ralph Milne said the idea to move the station back had existed for some time.

But, the "ball really got rolling" last November, when Bruce and Esme Macdonald, owners of the about 50sq m building, gave it to the community.

Mrs Macdonald said the building belonged next to the rail trail and would provide

Lauder with a "focus" point.

"It was just deteriorating down there and we figured that's the best use for it."

Mr Milne said the move needed to happen.

"If it's not done now, it won't be done."

Consent had already been granted to move the building, he said.

Once moved to its new location, the building would be renovated and used as a shelter and information centre.

Lauder Beautification Society member Pam Harrex said much work was required to get the building moved, including resource and building consents.

Doc Central Otago partnership ranger Jacob Dexter said the department supported the idea in principle.

Mrs Harrex said funding for the move would come from community fundraising efforts, and funding from grants the beautification society had been applying for.

Once the building had been moved, which she hoped would happen in the next 12 to 18 months, restoration would be carried out.



Lauder Beautification Society members and those involved with plans to move the Lauder railway station close to its original location next to the Otago Central Rail Trail. From left: Ralph Milne, Derrick Clarke, Esme Macdonald, Vicky Ryalls, Pam Harrex, and Bruce Macdonald. A faded sign on the Lauder Railway Station. Photo Leith Huffadine

NEWS FROM OUR MEMBERS

STEAM INCORPORATED

Steam Incorporated had plenty of news in the latest "Steamline" newsletter.

Some highlights included:

Ab 608 is now a fully main line certificated locomotive. From the locomotive's arrival at Paekakariki in 1993 until the present day, it has not been an easy time restoring a locomotive which was in very poor condition when it arrived, and being harder to access funding for since it does not belong to Steam Incorporated. The Ab's restoration also got caught up in the extremely tough financial times the society experienced in the late 90's, leading to a halt in progress. Nevertheless once work resumed, the day was going to come when it was finally restored, and that day has finally come. The society currently has 3 main line certified locomotives – 2 steam and 1 diesel – and Ab 608's restoration is a milestone worthy of celebrating. Well done to everyone who has been involved with 608's restoration, particularly those who have spearheaded the work. It is also great to see the locomotive's history and restoration chronicled in a new book edited by Andy Maciver. It is likely Ka 945 will be the next project but work has not started on this engine yet as Ab 608 is still being fine-tuned.

The Steam Incorporated annual general meeting was held on Sunday May 18th at the Paekakariki Bowling Club, and saw a few changes to the Steam Inc Committee. The committee for 2014 is:

President: Peter Norman

Vice-President: Bill Anthony

Treasurer: Graeme Clover

Secretary: Andy Maciver

Committee: John Bovis, Russell Gibbard, Robert (Titch) Gibson, Peter Steer and Clive Thompson.

Alister Buckingham has stepped down from his role as General Manager to concentrate on other aspects of his life, and as part of this he decided not to seek re-election to the Committee. Daniel Garland also chose to not seek re-election, as he intends to go and do his OE near the end of the year.



Right: The Grand Circle Rail Cruise is seen at Maymorn after exiting the Maoribank tunnel. Photo: Graeme McClare

Ja 1271 had a new brick arch installed along with other maintenance and continues to be a reliable workhorse.

Da 1431 just keeps doing what is asked of her and is kept up to a high working standard by the diesel team.

Da 1471 is moving along slowly with the long hood getting sandblasted and other sheet metal being replaced as required.

Three new firemen passed unit standard 21755

Steam Incorporated's J 1234 and Da 1410, currently stored at the Glenbrook Vintage Railway near Auckland, are expected to return to Paekakariki within the next 6 months. Accompanying the two locomotives will be 47.5ft guard's van F 391, which the RES has agreed to lease to Steam Incorporated.

BUSH TRAMWAY CLUB

From the September Newsletter.

The July Open Day can only be described as fantastic, with very good passenger loadings on all trains. The military vehicle club attended and brought along some of their vehicles for display.

We sold out of sausages, always a top seller our bangers are!

The August Open Day was slightly better despite very bad weather. The rain eased up after lunch.

Two busloads of Railway Enthusiasts Society members came down from Auckland. They arrived in time for the mid-day train and left at 2pm. They seemed to enjoy themselves. Always great to have them visit.

Many thanks to all who turn up and help with these days as without you we could not operate.

Upcoming Open Days: Sunday 5 October, Sunday 2 November, Sunday 7 December

NELSON RAILWAY SOCIETY WF403 PROGRESS

Work on steam locomotive Wf403 is progressing well at Nelson as the photos, taken by Michael Boyton in July, show.

FRONZ delegates to the 2015 conference in Blenheim, will be able to visit the Nelson Locomotive Society by taking the option to fly to Nelson and take a coach to Blenheim.



MOTAT TRAM 906

David Maciulaitis has sent pictures of tram 906's first trip outside the workshop since heavy overhaul. All mechanical and electrical components have been refurbished and overhauled. It is running on Melbourne 1A trucks for the interim while a pair of type 15's are completed.

The tram is to undergo tests prior to re-entry into service and is hoped to be available for passenger service soon.



TRAMWAY HISTORICAL SOCIETY MEMORIES

The September Tram Tracts published by the Tramway Historical Society in Christchurch is a real treat with a long look at a couple of historical events that happened in the past.

Fifty years ago restored horse drawn tram number 49 was run along a length of remaining tram line in Panpanui road for a week and sixty years ago the last trams ran in Christchurch on the now infamous date of 11 September 1954.

The picture taken by D.L.A. Turner has all the qualities of the time.



RIMUTAKA INCLINE RAILWAY HERITAGE TRUST

Train running days. We now operate trains at Maymorn on the second Sunday of each month, 10am-4pm. Our next three train running days are: Sunday 12 October 2014 and 9 November 2014.

From Chairperson' Ben Calcott.

We've been very busy working away onsite and in the background since the last newsletter.

We have also been running our public open days which have been providing the public with the opportunity to view the projects that we have underway at Maymorn. Feedback from these open days has so far been pretty positive and we hope to be able to increase the attractions that we have at Maymorn as we further develop the heritage precinct. If you haven't already come up for one of our open days make sure you do as it's a great way to see what we're doing first hand.

Plans for the Maymorn heritage precinct have been on display at our open days along with other posters informing the public about our projects and goals. The development of the Maymorn heritage precinct at the moment has taken a very visible step forward in the last week with a contractor beginning backfilling the area that will eventually become our car park. In the background we are also progressing on preparing the drawings for the toilet block which are now well advanced and will be with the council for a permit in the near future.

The Trust has secured an "L" style Westinghouse signal frame for future installation at Maymorn. The "L"-frame was used at Porirua from 1961-2014 to control train movements at the platforms and to/from the freight yard.

We are delighted with the recent round of funding support, which adds to that previously received from Rimutaka Trust, Pelorus Trust, Rotary Club of Upper Hutt, Upper Hutt Summer Carnival, The Lion Foundation and Trust members.

The workshop is needed to assist in the restoration of our locomotives and carriages — and provide a safe space for machine tools, to store parts and carry out heavy long-term overhaul work. Trust members are project managing and carrying out most of the building work, including excavation, foundations, fabrication of steel portals, framing and cladding. Sufficient ColorSteel cladding has now been ordered to complete the roof and wall work.

LUMSDEN HERITAGE TRUST

John Titter reports:

I would firstly like to thank you all for your support to date you have been awesome in your support for a group starting from scratch.

The LHT have now got the ballast down and ready for the TR loco 2247 to take her place at the Lumsden Station Platform (with loading gauge) hopefully next week

The NZRHT wagons at Wairio will also be transported to the Station where we will prep and paint them there as we will have more support and willing helpers.

We are working toward a completion by 31 October when the Round the Mountain Trail Ride -Grand Opening will be held with our display at centre stage.

Obviously more work to be done but what a good beginning and without you all would not have been possible.

Enjoy the up date pictures. The lad is my son James who probably won't want to work on the railway later in life.

More pictures page 9.



MOTAT SOCIETY

A member group we do not hear a lot from, despite its size and importance, is celebrating its 50th year in 2014, the Society is hosting a gathering at the Point Chevalier RSA after the 50th Anniversary Live Day on the 5th of October, and a full scale Reunion is being organised for the 7th of December.

The following is from the MOTAT Society Newsletter, "The Squeaky Wheel".

On Sunday 22nd June 2014 the MOTAT Society ran a trial Behind the Scenes event at MOTAT's Western Springs Tramway. The idea behind the day was to allow the Tramway to showcase its efforts, to educate and inspire the wider MOTAT family, as well as being a social get together.

MOTAT Organisational Structure Review: Following the launch of the MOTAT Strategy 2014 - 2019, as mentioned by Michael Frawley (CEO) in the last Squeaky Wheel, the Museum has reviewed its organisation structure to ensure that it is aligned. The confirmed new organisation structure was presented to the MOTAT Team in June and the recruitment of the new roles established commenced in July.

The Museum has now commenced the next stage and is reviewing with the volunteers the current volunteer structure, accountabilities and roles. The objective will be to ensure that MOTAT is in a position to increase the type and number of volunteering opportunities at the Museum and thereby attract a diverse range of people by age, gender, cultural background and skill sets.

The Museum and Society know just how invaluable the contributions of the volunteers has been and will continue to be. In particular the curatorial knowledge held within the various volunteer groups is huge and for 50 years the sections and collections have been intimately connected. The Society is keen to support the Museum in future efforts to promote volunteering, and other support opportunities at MOTAT, to Society members and affiliates.

The Society would like to acknowledge the efforts of all MOTAT Team members during this period.



Left: Tramway Section Head Colin Zeff greets Society guests and gives an introduction while people have some morning tea. We were based in the tram display area next to the tramway's Mechanical workshop, which suited well for the occasion. Photo: Tessa Phillips

Right: Familiar Faces. Workshop manager Wayne Smith (front left) explains the overhaul of the Melbourne type 15 trucks to members of the Glenbrook Vintage Railway. From left they are George Ngatai, Ben Jeffcoat, Ron Paddon, Nigel Whitwell, Janet Weir (Obscured) George Trow, Warwick Turner. Photo: Evan James



FEILDING STEAM RAIL RETURN TO THE MAINLINE OF WAB794

After nine months and a lot of hard work "WAB794" had a successful test run from Feilding to Marton return on Monday the 8th of September. A good job expertly done and overseen.

It is very satisfying to have a good result after the extensive repairs that have been carried out. Our next excursion is a day trip to Taihape return on Sunday 28th September, with our upgraded booking system this trip sold out very quickly.



LE Kevin Woodward and FSR service crew member Kevin De Rose check WAB794 on arrival at the terminal of the test run, Marton Station. Overseeing them is Trevor Burling and Clark Simmonds both from FRONZ and Mike Wilcox from Mainline Steam, or was it nearly lunchtime ?

-Feilding Steam Rail- OPEN WEEKEND



8th 9th of November 2014



COMING SOON

10am - 4pm

- Jigger rides
- F163 Carriage Rides
- Wab 794 cab rides
- Railways style cafe car experience
- Traction Engines
- Face painting



\$2 Entry fee, 0 – 5 free

\$2 Rides on the Jiggers & F163

\$15 Cab rides with Wab 794 (15 yrs or older only)



Gate & website sales
At 28 Gladstone Street, Feilding
More at

events.steamrail.org.nz



MEMBERS CLASSIFIEDS

STEAM INCORPORATED WW BOILER FOR SALE

Original-style Ww locomotive boiler for sale. The boiler has been in storage at Paekakariki for many years and is now surplus to the requirements of Steam Incorporated.

Enquiries/offers should be made to: The Secretary, Steam Incorporated, P O Box 4, Paekakariki 6450, or email: secretary@steaminc.org.nz



PLEASANT POINT RAILWAY BRAKE CYLINDER WANTED



Pleasant Point Railway is seeking a 6 inch brake cylinder for use under a car with an end fitting like the photo at left. Contact Leon James (General Manager Pleasant Point Railway) at home-james@xtra.co.nz or 03 6884931

MORE PICTURES FROM LUMSDEN



INTERNATIONAL NEWS

SYDNEY

Tunnelling starts on Sydney's North West Rail Link

AUSTRALIA: Tunnelling for Sydney's North West Rail Link started on September 8 with a ceremony in Bella Vista. *Elizabeth* is the first of four hard rock tunnel boring machines delivered by NFM Technologies. The 120 m long, 6.99 m diameter TBM was assembled at Bella Vista over the past seven weeks, and will be joined by three more. 'The North West Rail Link has been a top priority for this Government and I am pleased to announce today that the next two tunnel boring machines are also expected to be in the ground before the end of this year, ahead of schedule', said NSW Minister for Transport Gladys Berejiklian. A consortium of Thies, John Holland and Dragados received a tunnelling contract worth A\$1.15bn in June 2013. This covers 15.5 km twin-bore tunnels between Epping and Bella Vista. The North West Rail Link is due to open in 2019 as the first stage of Sydney Rapid Transit. The A\$8.3bn project comprises a 23 km route from Chatswood to Epping on a converted heavy rail alignment, continuing through the tunnel to emerge onto an 4 km elevated section to terminate at Cudgegong Road in Rouse Hill. Opening is planned for 2019. An extension through the city centre to Bankstown in the southern suburbs is proposed.

Alstom to supply automated trains to Sydney

AUSTRALIA: Alstom is to supply automated metro trainsets and signalling for the North West Rail Link in Sydney under a contract worth €280m. Alstom will be responsible for project management, design and supply of 22 Metropolis trainsets and Urbalis 400 communications-based train control. The trains will be six-car formations, although the platforms will be long enough for eight-car trainsets. The Northwest Rapid Transit consortium signed the A\$3.7bn Operations, Trains & Systems contract on September 16. The largest PPP awarded in New South Wales will see the consortium deliver the NWRL by the first half of 2019 and operate it for 15 years. According to NSW Premier Mike Baird, the NWRL will run 15 trains/h in the peaks, with 98% on-time running when services begin.

Source: *Railway Digest*



MUSEUM'S SEARCH FOR FAVOURITE RAILWAY TOYS OF ALL TIME

Here's an idea for an event to attract patrons to any railway heritage site. From Heritage Railway Magazine (UK)

The National Railway Museum is asking the nation what are the favourite railway toys of all time as it prepares for a major exhibition in 2015 exploring the theme of railways and childhood.

The appeal launch has been timed to tie in with the York-based museum's half term event celebrating toy trains. Visitors can nominate their favourite toy in person at the Big Fun with Little Trains event (May 24-June 1) or online via Facebook, Twitter and the museum's website.

Ellen Tait, interpretation developer said: "Young kids love trains and that felt like a great starting point for an exhibition, full of toys, adventures and family fun. For some, railway toys are the first step in a life-long love of the tracks but for many others it's a childhood phase, before moving on to pirates, dinosaurs, astronauts..."

"We've been looking in our collection for inspiration, but we know that there are a lot of great toys out there that we would love to display that aren't currently in our collection."

John McGoldrick, curator of museum collections, added: "It might seem a bit odd that we collect toys, but as every parent knows, children go loco for trains! For lots of us our first introduction to railways would have been through books, toys, TV, clothing and furniture – our nurseries are full of railway characters and adventure. It's an important part of how we experience 'trains' and there are lots of things in the museum's stores which are familiar from our collective childhood."

Ellen's favourite toy so far is a Fisher Price Circus train from the 1990s. "To me this is the best railway toy because of all the amazing adventures you can imagine the people and animals on this train having. We hope that with our Big Fun with Little Trains event and Railways and Childhood exhibition we can help the British public relive that sense of adventure and excitement."

The museum is asking people to tweet, facebook or email pictures primarily of their child and their favourite railway toy. However it is also interested in hearing from adults who can send a picture of particular toy they adored when they were tiny and the reasons why.

Railways and Childhood runs from March to September 2015. For more information visit www.nrm.org.uk/getinvolved/railways-childhood

PROFESSOR STEPHEN HAWKING TRAVELS ON THE WEST SOMERSET RAILWAY

From Heritage Railway Magazine (UK)

Professor Stephen Hawking, the world-renowned physicist and best-selling author of A Brief History of Time, visited the West Somerset Railway on Wednesday, August 27.

After being welcomed at Bishops Lydeard station by Professor John Irven, chairman of the West Somerset Railway plc and Alan Nicholson, the stationmaster at Bishops Lydeard, Professor Hawking became one of the first passengers to travel in coach No. 4884 which has recently been modified by the WSR's Carriage & Wagon Department to allow wheelchair passengers to travel with good all round views of the Somerset countryside and in the company of their friends and families, making the 20 mile journey between Bishops Lydeard and Minehead.

Professor Hawking thoroughly enjoyed his time on England's longest 'heritage' railway accompanied by members of his family, and WSR officials said they would be delighted to welcome him back again.

John Irven said: "We welcome many wheelchair passengers to the line each year and are always pleased when these visitors have the proverbial 'grand day out' with us."

"It was gratifying for all those involved in the long hours of work on No. 4884 that one of its first users was a figure of international renown and recognition in such a prestigious academic field."



PICTURE OF THE MONTH



Daniel Garland took this picture of the Steam Incorporated "Gorge Explorer" trip on 26 April this year from Paekakariki to Woodville and return. The train, hauled by Ja 1271 is seen at a photo stop in the Manawatu Gorge.

Daniel is taking a break for a period to gain some "Overseas Experience". For the last four years he has put together the FRONZ members slide show at our annual conference. Thanks Daniel and have a great adventure. Hope to see you back doing what you do so well as a vital team member at Steam Incorporated and of course your excellent photographic skills.



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

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