



JOURNAL

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FRONZ CONFERENCE 2015 - REGISTRATION IS NOW OPEN

OUR 2015 SPONSORS



**FRONZ CONFERENCE 2015
BLENHEIM
29 MAY TO 1 JUNE 2015
Queen's Birthday Weekend**

Our Conference
Host Group:



The 2015 FRONZ Conference will include presentations of heritage railway and tramway interest, plus our rail regulator, and visits to local and other interesting sites, as well as the FRONZ AGM and Awards Dinner.

Delegates, Observers and Partners from all member groups are welcome.

Friday 29 May activities will start at Nelson Railway with optional coach travel via Nelson

Saturday 30 May Conference Sessions.

Sunday 31 May. FRONZ AGM, Conference Sessions in morning. Blenheim Riverside Railway and Omaka Aviation Heritage Centre in afternoon visits and Awards Dinner.

Monday 1 June. Visit Edwin Fox, Picton.

**See Page 2 for more conference detail
and booking information.**

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

CONFERENCE 2015 IS OPEN. ALL YOU NEED TO KNOW

CONFERENCE REGISTRATION

Registration for conference is now open. This can be done on our website by choosing the "Conferences" button which will take you to the registration page.

Or you can click on the link below which will take you straight to the registration page. Accommodation can be booked at the same time.

[FRONZ: Federation of Rail Organisations of New Zealand, Inc.](#)

CONFERENCE PROGRAM

We are still putting the final touches to the Conference Program but for those wanting to make travel bookings we will again be using the Volvo coach of Michael Boyton as we did in Oamaru in 2013.

Friday 29 May.

The coach will leave Nelson Airport at 10.30am, travel to Nelson Railway for a visit and lunch, then leaving Nelson at 2pm for Blenheim.

Conference Registration and Social Evening at Clubs of Marlborough from 5pm.

Saturday 30 May.

Conference opening at 08.45am. Conference sessions all day at Clubs of Marlborough until approximately 5pm. Evening free.

Sunday 31 May.

FRONZ AGM and conference session until lunch. From 12.45pm we will be hosted by Blenheim Riverside Railway running a shuttle train service from their Beaver Station, a short walk (350m) from the Conference Venue, to their workshop in Brayshaw Park, and along the new branch line to the Omaka Aviation Museum. Visit to the Aviation Museum is included in your conference registration fee and is an optional booking option for partners that do not wish to attend the conference sessions. Last train will leave the Aviation Museum to return to town at 4.30pm.

The Annual FRONZ Awards Dinner will be held at Clubs Of Marlborough from 6.30pm. This is also included in your conference fee but can be booked separately by partners.

Monday 1 June.

Our coach will be leaving Blenheim at 9am for Picton where we will visit the Edwin Fox restored ship built in 1853. Lunch will be available at the Edwin Fox from 11.30. Separate booking option is available for ALL delegates and partners wishing to join the visit to Picton. The coach will leave Picton at 12.30pm travel via Blenheim and Blenheim Airport to drop off any people that wish to stay or fly out of Blenheim at approximately 1.15pm. The coach will then continue to Nelson Airport arriving at approximately 3.15pm.

CONFERENCE VENUE

The Conference Venue is Clubs of Marlborough, 42 Alfred Street. Blenheim.

ACCOMODATION

We have only been able to hold rooms at two accommodation venues so don't delay with your bookings which can be made directly from our booking web site. When these are full there are other motel options available in Blenheim.

The main accommodation near our conference venue is the Chateau Marlborough located centrally on the corner of High and Henry Streets, under 500metres from the Conference venue.

The second option is Cherylea Motel which is a little further away at 73 Nelson Street (approx. 1.5km). The coach will be parked there and available to transport delegates and partners to the conference venue.

QUESTIONS/QUERIES

If you have any other questions about Conference please contact: Trevor Burling by e-mail at trevor.burling@xtra.co.nz AND Scott Osmond at scottosmond@xtra.co.nz.

Trevor will be away for part of the booking period so please send any questions to BOTH e-mails.

MANAGER RAIL SAFETY REGULATION ANNOUNCEMENT

17 March 2015

Dear all

I am pleased to announce the appointment of a new member of the Rail Safety Team - Dave Robson. The Manager Rail Safety Regulation reports to me and leads the operational functions of the unit, and will join me in the Rail Safety Leadership Team.

Dave moves to this new role from the role of Business Planning Manager for the Access and Use group. His leadership experience in the Transport Agency, as well as his experience in investigations and regulatory practice as a former Detective, will add significant value to the team as we grow our regulatory capability and support me and the team to take the next step in making rail safe.

Over the months Dave will be undergoing some intensive induction into the rail environment, and as part of this I will endeavour for Dave to meet as many of you as possible.

Kind regards

Debbie Despard

National Manager Rail Safety

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E [debbie.despard@...](mailto:debbie.despard@nzta.govt.nz) / w nzta.govt.nz

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Private Bag 6995, Wellington 6141, New Zealand

CLEAR HEADS: OPTIONS TO REDUCE THE RISKS OF ALCOHOL- AND DRUG-RELATED IMPAIRMENT IN AVIATION, MARITIME AND RAIL

The Ministry of Transport is exploring the need for a new regime to manage alcohol- and drug-related impairment in aviation, maritime and rail. We have released a discussion paper and invite you to join the conversation on the most appropriate way to manage these risks.

On 31 October 2013, the Transport Accident Investigation Commission released its report on the 2012 Carterton hot-air balloon accident, in which 11 people tragically lost their lives. The Commission recommended regulatory changes to strengthen the management of alcohol and drugs in the aviation, maritime and rail sectors.

The discussion paper – Clear heads: options to reduce the risks of alcohol- and drug-related impairment in aviation, maritime and rail – is a response to this report, and addresses the recommendations through a series of proposed options. At this stage, we do not have a preferred option.

We invite you to explore this issue and submit your views on managing alcohol- and drug-related impairment in aviation, maritime and rail.

The Ministry believes there should be zero tolerance of operator impairment where members of the public are being transported by sea, rail and air. We feel deeply for the families of those who lost their lives through accidents where alcohol- and drug-related impairment may have been a contributing factor.

We will use your input to propose the most appropriate response to the Commission's recommendations.

Editors Note: FRONZ will be making submissions on this issue and attending Consultation Sessions.

FRONZ would be interested in hearing what individual FRONZ members have in place as screening procedures for ensuring staff reporting for duty are fit to do the job. Please describe to us what the procedure on your railway or tramway is so we can use it toward providing evidence that we are collectively managing these issues and do not really need to have a different regime imposed upon us. Any information supplied to us will be treated as confidential.

Please send submission to Trevor Burling at trevor.burling@xtra.co.nz

More Details are at www.transport.govt.nz/ourwork/clear-heads/

QUEENSLAND RAIL HERITAGE CONFERENCE 2015

Workshops Rail Museum is holding the 2015 Railway Heritage Conference in Ipswich, Queensland 24 - 28 July. Full details here:

<http://www.theworkshops.qm.qld.gov.au/Events+and+Exhibitions/Events/2015/07/Railway+Heritage+Conference#.VQfTKwcSUl>

Coinciding with the 150th anniversary of rail in Queensland, this Conference puts the spotlight on the field of rail heritage and explores the challenges, enjoyments, engagement and opportunities for those involved in the sector

NAPIER-GISBORNE RAIL UPDATE

Thursday March 12, 2015

Hawke's Bay Regional Council Chairman Fenton Wilson says he's hugely disappointed the council hasn't been given an extension of time to investigate the possibility of leasing the Napier to Gisborne Rail corridor.

KiwiRail has today written to HBRC declining its request for more time in which to confirm its interest in leasing the Napier-Gisborne rail line.

The line was mothballed in December 2012, after storms earlier in the year caused severe damage, which is expected to cost close to \$4 million to repair. Council commissioned a business case late last year on whether leasing the line was a good investment for the Council and the region.

Fenton Wilson thanked KiwiRail for the opportunity to consider the lease of the Napier to Gisborne rail line, recognising the importance of the security of that corridor to the region.

He acknowledged the work and passion of the Napier Gisborne Rail Group personnel, who he says will be extremely disappointed with this decision.

He says the council strongly supports KiwiRail's intent to keep the line mothballed at this time rather than fully close it in order to provide for potential freight increases. Mr Wilson says this aligns with HBRC's objective of retaining options for access into and out of the northern part of our region.

Refusal of KiwiRail to extend timeframe for finalisation of a lease of the Napier Gisborne Railway

Don Selby, Chairman of Napier Gisborne Railway Ltd (NGR), advisers to the Hawke's Bay Regional Council on the options for reopening all or part of the mothballed Gisborne to Napier railway, expressed disappointment that KiwiRail has advised today that it will not grant an extension of time to the Council to finalise a lease of the line.

Mr Selby noted that KiwiRail was aware that NGR was working with the Council to prepare a business case for the total or partial reopening of the mothballed line. KiwiRail was aware that the Corporate and Strategy Committee of the Council was meeting on 18 February and undertook to prepare a draft Heads of Agreement for consideration by the Council.

A draft document was received by the Council mid-afternoon on 17 February which was insufficient time for the Council and its advisers to review the document and respond. At the Corporate and Strategy Committee meeting on 18 February NGR advised the following:

There appears to be a viable case for reopening the line from Wairoa to Napier for the purpose of hauling export grade logs to Napier Port.

There were a number of matters outstanding relating to the draft Heads of Agreement submitted by KiwiRail that must be resolved before the Council could enter into a 30 year lease with KiwiRail.

Unless these matters were resolved it was most unlikely that any rail operator would be prepared to commit capital to the project.

The Committee recommended to the full Council that it advise KiwiRail that the Council agrees in principle to a lease of the line subject to the terms of the lease and a number of operational matters involving KiwiRail and a rail operator being resolved to the satisfaction of the parties.

The Committee recommended that the Council seek a reasonable extension of the time to resolve the remaining issues that, with continuation of the goodwill and cooperation by all parties, should enable a successful conclusion to be agreed.

The Committee recommended a final deadline of 30 June 2015 for resolving all outstanding matters and the Council securing a rail operator with sufficient funding to undertake the proposed rail service.

These recommendations were ratified by the full Council on 25 February 2015 and communicated in writing to KiwiRail on 27 February 2015.

Between 27 February and today we understand that there have been only two high level meetings of the Council Chairman and Chief Executive with the Chief Executive of KiwiRail. To the best of our knowledge at no stage during these meetings was there a discussion of the substantive issues outstanding. The expected next stage in the process was a meeting to discuss the matters detailed in the report to the Corporate and Strategy Committee on 18 February and the draft KiwiRail Heads of Agreement. No date has yet been set by KiwiRail for such a meeting.

This decision by KiwiRail is very disappointing in view of the decision by the Council to proceed as quickly as possible to resolve outstanding issues. Despite the decision NGR remains ready and committed to work with the Council and KiwiRail to find an acceptable outcome.

NEWS FROM OUR MEMBERS

These items are obtained from numerous e-newsletters that our member groups publish. Members are welcome to submit these or any other information they would like to share with the wider rail and tramway heritage community by e-mailing to scottosmond@xtra.co.nz

WEKA PASS RAILWAY

Exclusive report for "Journal" from Peter Gibson, Chairman, Weka Pass Railway.

The past few weeks have seen significant, if not always spectacular, progress on the rebuild of WPR carriage A1730, with most of our small but enthusiastic team.

On site every Tuesday. It is good to have Scotty E. up with us when he is not otherwise engaged with driving main line trains.

We have welcomed back Richard H, after his recent eye op. Richard brought up some nice varnished timber off a staircase for future use, I am sure it will be of use in a future carriage restoration. Well done Richard.

Mike and Tony have been very busy on the exterior of the carriage, putting sealant under the mouldings, and filling the screw recesses as preparation for eventual final paint job. The interior is progressing, with painting and fitting of mouldings being done.

Our enthusiastic painter Alister, has been busy painting the crane, and it is looking good. Alister is always looking for work, and is also assisting with preparing the metal seat frames for their eventual reinstallation in 1730. Warren Tony, and I have got all the seat frames out of storage in various places, and these are now accessible for Alister to work on.



Top: A1730 interior. Bottom left. What is Warren C pointing at? Bottom right: Tony A works on exterior.

Some work was necessary to remove the redundant footrests from the frames, and some need a bit of rust removed and cleaned up.

Some of the team don't find they get enough of carriage restoration on the day, and take work home. Mike has been taking doors home for refurbishment, and Tony W has offered to rebuild a double seat frame out of a single seat frame bits (we were one short of the required 10) Well done guys.

I can report that some further work has been done on stripping off the rusted metal cladding of carriage hulk A1732. Whilst not a top priority, it is something that can be worked on when people resources are available. Now that it is shedded, it now seems much more restorable. Some of the team now see 1732 being restored before 1760, only time will tell.



James W showed me some security footage from our newly installed surveillance system. Quite an eye opener to see what goes on in our unfenced yard when we are not there. Even saw a naked man run across the yard!? Did a husband arrive home earlier than expected? A big thank you goes to James for the work he has done to get this up and running. Theft and vandalism are constant concerns for railway groups with rare historical equipment.

In other news we were able to touch base with UK based ex pat Paul Murphy, who is on the management team of the London Piccadilly tube line. Paul has some plans brewing that would assist rail development in the NZ Tourism market, and Weka Pass Railway, with it's main line connection, facilities, and great scenery, is seen as part of

the overall picture. Paul and some friends rode the train on Sunday, and he reported back that they all enjoyed WPR. Good luck Paul, we hope your plans and dreams come to fruition.

I was interested to read in this morning's Press that the Kingston Flyer may move to Invercargill. My personal opinion is that this would be a most sensible move, as it would place the equipment back on the network, and a number of destinations become possible. Perhaps it could tour the South Island from time to time, and even visit Weka Pass Railway. Let's hope this gains some traction, rather than have it just rot away at Kingston.

In conclusion I would encourage local members who are not actively involved in WPR to try and give us some time every month. Tuesdays, Wednesdays, Saturdays and Sundays are the main activity times. A chance for good company, no green fees, and a sense of satisfaction for being able to make a difference.

Below: A482 overhaul.



BUSH TRAMWAY CLUB

Open Days: Sunday 5 April
Sunday 3 May
Sunday 7 June

At the AGM on 23 March, Chairman Bruce McCluckie will be standing down after eight years.

Funding and permits have been obtained for a new carriage shelter building which will be constructed in March.

Right: Site of new carriage shed.



PLAINS RAILWAY THEFT

Plains Railway have recently had stolen one hand operated air compactor used for packing ballast and three track jacks.

If any railway organisation gets offered such object, Plains Railway would appreciate knowing please. Police have been informed as well as local scrap man.

David Oakley theoakleys@xtra.co.nz

DRIVING CREEK RAILWAY

This was unfortunately received after the February Journal was published.

Coromandel, 16th February 2015

REQUEST FOR EXPRESSIONS OF INTEREST;

POSITION OF GENERAL MANAGER

DRIVING CREEK RAILWAY, COROMANDEL

The Railway is a narrow gauge bush and mountain railway on the outskirts of Coromandel Township built on a 22 hectare property The Railway operates every day of the year apart from Christmas Day and ANZAC Morning, under a Railway Operating Licence issued by the New Zealand Transport Agency.

More details can be seen at en.wikipedia.org/wiki/driving_creek_railway.

The position is for a full time General Manager to manage the Railway's activities including engineering, Ways and Works, Commercial and Marketing activities.

The position is based in Coromandel and the appointed manager will be required to live on or close to the site. A suitable house will be provided if required. Applicants who are not prepared to be resident in Coromandel Town will not be considered.

The appointee will have relevant and proven experience in operation and management of a railway. Preference will be given to applicants with engineering experience.

The General Manager is required to oversee the operation and maintenance of the Railway with a staff of approximately 15 engineers, drivers, ways and works and commercial staff. All staff are employees, there is no responsibility for management of volunteers. The General Manager will be required to be available on call during periods that the Railway is operating and will share this responsibility with at least two appointed deputies.

The General Manager reports directly to the Board of Driving Creek Railway Limited. The General Manager will be expected to show empathy with the goals of the Founding Director (Barry Brickell OBE), to liaise closely with the manager of the Driving Creek Arts Conservation Trust and to maintain regard for the Conservation Estate co-sited potteries.

The starting salary will be based on market rates and take into account prior experience and qualifications. Opportunities for professional development will be available and actively supported.

Initial expressions of interest should be made in writing to the Chairman, Driving Creek Railway Limited either by e-

mail to dcrr@wku.nz or by mail to PO Box 6, Waiuku, 2341. Requests for further information should also be made by e-mail to the Chairman providing a contact telephone number.

Formal applications for the position will open on March 1st 2015. The appointment will be made in April with a starting date no later than 1st July 2105.

Issued on the 16th February 2105 on the authority of the Board of Directors of Driving Creek Railway Limited

BAY OF ISLANDS VINTAGE RAILWAY



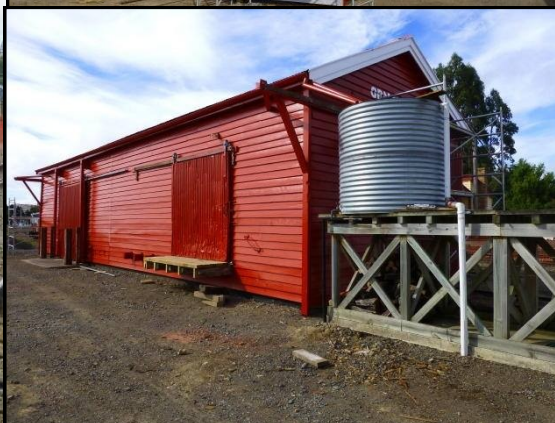
Puff & Pull Carnival 2015 Kawakawa – Sunday 17th May

Unique event to New Zealand and perhaps the World!

| | |
|---|---|
| "Trek the Track" | A Fun sponsored walk raising funds for our schools & BOIVR |
| Starts 8am | <i>Walk will be completed in time to allow walkers to take part in the "Pull"</i> |
| Gabriel "Pull" - 10am | School & Community (adult) Teams - competition against the clock |
| Entry: \$10 per adult (\$200 per team) | School ages - free: Primary teams of 40, Secondary of 20 (min of 5 girls) Community: maximum of 20 adults any gender (min age 17 yrs) |
| Contact: Anne Leitch | e: boivrgabrielclub@gmail.com t: 09-407-3458 / 021-084-35467 |
| "Carnival" – 1pm | In Johnson Park, Waiomio Road, Kawakawa, corner SH1 / SH11 |
| <i>Market stalls, music, performances, bouncy castle, face painting, vintage cars, fun!</i> | |
| Stall Contact: Shirley Stall booking: \$20 | Shirley: e: bradshaws@slingshot.co.nz t: 09-404-0450 Early bird stall bookings before 1st May – only \$15 |
| Contact for performers: | Anne: e: boivrgabrielclub@gmail.com t: 09-407-3458 / 021-084-35467 |

ORMONDVILLE RAIL PRESERVATION GROUP

Ormondville Rail Preservation Group are undertaking the complete restoration and re-piling of their goods shed. Images below from the Facebook site [Ormondville-Rail-Preservation-Group-Inc](https://www.facebook.com/Ormondville-Rail-Preservation-Group-Inc)



INTERNATIONAL NEWS

FIRE DESTROYS HISTORIC TRAINS AT NEWPORT, MELBOURNE

Hobsons Bay Leader

March 05, 2015

The last of Victoria's original and intact steam-driven "red rattler" trains was destroyed in yesterday's fire at the Newport railyards.

Steamrail Victoria board director Michael McGlade said the four-carriage train, dating back to 1886, was just months away from complete restoration. It was then to be a reinstated as part of one of its heritage stream train attractions on the metropolitan rail network. MFB investigators have discovered that the fire started when a short circuit in electrical wiring on one of the carriages ignited nearby combustible material.

Mr McGlade described the loss as "devastating" and said that volunteers had spent 35 years restoring the train. "They used to operate on the Melbourne metropolitan network when it was operated by steam and then they were converted to electric and ran until the 1970s," he said.

"They are the last of these carriages in Victoria you could restore and were the oldest suburban carriages, so it's a major loss for the state."

he fire also severely damaged historic workshops built in 1889, with other carriages damaged and valuable tools and equipment lost.

Mr McGlade said the four destroyed carriages, also affectionately known as "doggie" or "swinging door" carriages, last operated on the St Kilda and Port Melbourne railway lines.

"Had the carriages returned to service, the 140-year-old train set would have been one of the oldest operating electric trains in the world and a major tourist attraction for Melbourne," he said.

"The carriages are irreplaceable. Over 290 carriages were constructed between 1880 and the early 1900s.

"Not only were these carriages among the last in existence, they were also the most intact."

The neighbouring Australian Railway Historical Society museum and workshops were not damaged in the fire.

Mr McGlade said Steamrail Victoria was heartened by messages of support from the local community and rail enthusiasts around the world.

A short-circuit of wiring running under an 1890s carriage, which ignited nearby flammable material, has been deemed the cause of the blaze.



A restored red rattler carriage before it was destroyed in the fire.

PICTURE OF THE MONTH



Another gem from the camera of Wilson Lythgoe, courtesy of Bryan Blanchard. Wilson's caption reads "Just after noon and 1267 is seen getting underway from Studholme. Now there's a spot that's changed since 1969 but then I suppose what hasn't".

The picture has it all. The Waimate Branch left the mainline to the left out of picture and was closed in 1966. From left we presumably see the local pub facing the railway, not the main road; departure signal; water tank; the three little windows will no doubt be the men's toilet; the signal box; the train of course hiding the station building; the goods shed; ever reliable Thames Trader van; and a couple of loaded highsiders at the far right.

Nowadays a glance at Google shows a mainline and nothing else...

FRONZ CONFERENCE BLENHEIM
29 MAY—1 JUNE 2015

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