



JOURNAL

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FRONZ EXECUTIVE AND CONVENORS

List of office holders following 2015 Conference and AGM

FRONZ EXECUTIVE

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

NZTA RAIL REGULATOR NEWS

A new "Rail Safe" newsletter has been published and circulated to all operators. Some important messages for rail heritage operators are reprinted here.

A MESSAGE FROM THE NATIONAL MANAGER RAIL SAFETY

Rob Gould and I recently had the pleasure of speaking at the FRONZ conference in Blenheim. We appreciated having the opportunity to outline our approach to regulating the rail industry and to give an over-view of the different regulatory models.

The foundation for the rail safety environment in New Zealand is the co-regulatory model. New Zealand's rail industry has a special responsibility for holding itself accountable for managing its safety performance, developing and adhering to industry standards, codes of practice and minimum requirements. Our role as the regulator is to make sure this happens, monitoring the processes by which safety is managed across the rail sector.

Recently, our progress in this space has seen us carry out a Special Safety Assessment on an area of concern, continue our work with WorkSafe and KiwiRail in the tunnel safety improvement program, work closely with KiwiRail and Transdev to ensure a SPAD reduction strategy takes a joined-up and strategic approach, and investigate an accident in which a toddler fell from a moving train.

This work represents our intention to focus on high priority issues, to use the various tools we have available to achieve safety outcomes and to be clear about our expectations that rail licensees are managing their risks and safety appropriately.

Co-regulation is sometimes mistaken for self-regulation or a 'light touch', which is not necessarily the case. In fact the regulator will be driven by various factors in terms of its approach and focus. Largely we focus on the high risk areas; however it's also important to conduct a range of random audits and inspections to test the overall system. Where we see repeated or high risk issues we may utilise the tools in the Railways Act to ensure that a solution is reached. You will be able to see us using a 'right tool for the right time' – in other words, we will closely scrutinise the areas we believe worthy of our attention, whilst relaxing our scrutiny on others as appropriate.

We see this model at its best when the licence holder understands its responsibility and works co-operatively with us, being open about issues and concerns and active about dealing with them. Licence holders that understand their environment, address risks and hazards, seek assurance and demonstrate appropriate safety practices and continuously improve their safety performance (looking to near-misses, accidents and incidents to understand points of failure) are among our 'high performers'.

I was impressed at our recent visit to the investigation site where an accident involving a toddler occurred. The licence holder was naturally very concerned such an event had happened and was highly motivated to resolve the issue to ensure it would not re-occur. We appreciated the level of co-operation and assistance we received as we carried out our work. There will be lessons to be learned across the industry in light of this accident. As we conclude this piece of work we look forward to reporting those safety learnings to the sector.

Debbie Despard

Safety Performance Report

The 2014/15 Safety Performance Report (SPR) letter, report template and guidance document should have landed in your inbox in July.

The time frame for returning your organisation's SPR has been reduced and must be completed and returned to your Licence Manager by 31 August 2015.

ACCIDENT/INCIDENT FREEPHONE

We now have a freephone number for your use when reporting significant accidents and incidents.

This number can also be used when dialling from cell phones.

0508 RAIL 555 (0508 7245 555)

The freephone number does not replace: (04) 499 1858

When to get in touch?

Accidents and incidents must be reported to the NZ Transport Agency as soon as practicable using the accident or incident notification form: www.nzta.govt.nz/resources/rail-incident-accident-form/

If the accident or incident is significant, call the emergency numbers above within the response time stated in your safety case.

Please note: Advising KiwiRail does not constitute a notification to the NZ Transport Agency.

IF IN DOUBT, CALL US

COUNCIL OF TRAMWAY MUSEUMS OF AUSTRALASIA (COTMA) CONFERENCE

The 2016 Conference will be held in Christchurch NZ, commencing Thursday 13 October through to Monday 17 October 2016.

THE organising for the 2016 COTMA Conference is moving on well with the dates now set. Registration will open on the evening of Thursday 13 October and full days for Friday, Saturday and Sunday. Monday will only be a half day with the General Meeting starting mid morning and finishing by about mid-day. The program for each is still being finalised and there will be a variety of inside sessions and field trips. More details when things are finalised. More at

www.cotma.org.au/conference.html



COTMA Conference 2014 - Sydney

RAIL SAFETY WEEK

Megan Drayton from TrackSAFE NZ has passed on her thanks for all of our FRONZ member groups that participated in Rail Safety Week. Well done. If any groups want to share their activities for this event we would be glad to hear from you and mention it in Journal.



Inside that yellow line!
Starting them young

On the left is a picture from D.L.A. Turner taken just before the Steam Incorporated *Double Thunder* departure from Paekakariki Station platform on Saturday 18 July, that shows various bystanders well placed a safe distance from the track, and respecting this year's theme "Expect Trains".

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

RAILWAY ENTHUSIASTS SOCIETY

On Saturday 25 July RES got out on the mainline with Silver Fern railcar RM30 on an excursion from Auckland to Wellsford and return.



This picture was taken at Helensville station by Grant Griffin, where RM30 made a brief stop northbound. Alongside in the siding are the ADK and SX units that Auckland Transport have stored pending sale.

In other RES news:

- RCR Energy Limited of Napier, are contracted to construct two boilers. for both Ww480 and Ww644.
- The boilers are scheduled for completion at the end of 2015 and it is hoped to have Ww 480 in service again by mid 2016.
- Glenbrook Vintage Railway has been awarded a prestigious Certificate of Excellence by the worldwide travel website TripAdvisor, based on very positive reviews posted by visitors to the Railway.
- GVR has moved into the 21st century with the launch of online ticketing. Customers will now be able to purchase tickets for our trains in advance. Once the Order has been completed online, it is necessary to print it and present it at the Ticket Window at Glenbrook Station where it will be exchanged for a "heritage-style" cardboard ticket.

WEKA PASS RAILWAY

The latest edition of the Weka Pass Railway magazine "Frog Rock Times" is out and available at the link [Frog Rock Times](#). It is well worth taking a few minutes to look through as it is full of the many activities of this busy and well run railway as well as some interesting historical items. Weka Pass operate one of the larger and more varied heritage railways in the country all with a hard working team of volunteers from all around the Canterbury area.

PORT DARGAVILLE CRUISES

John Hansen has advised that Port Dargaville cruises have signed a heads of agreement to lease the Dargaville Branch with Kiwirail and are very close to signing the final lease with them.

Further information from their web site www.portdargavillecruises.co.nz:

Fellow directors of Port Dargaville Cruises, Sue and Dave Selby and John Hansen have worked closely with KiwiRail to turn the unused tracks into a tourism opportunity. The process has taken two years of developing, negotiating and planning.

"Initially the carts will offer return or one way trips to Tangowahine, with passengers able to return to Dargaville by van if desired. Eventually we want to have the option of travelling back via the Northern Wairoa river on 'Daisy', our scow which already operates river cruises," said Mr Hansen.

WANGANUI TRAMWAY

Following on from an earlier story it appears the Wanganui Tramway have suffered significant mechanical damage following the recent floods. This from their Facebook page:

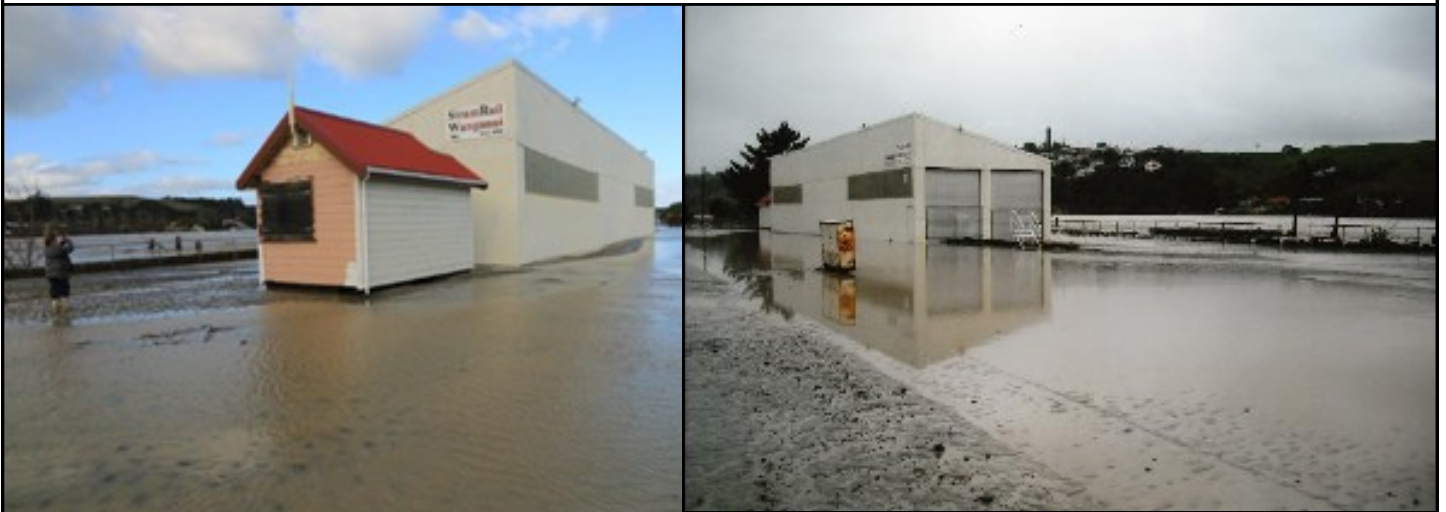
Unfortunately due to flood damage, we will not be running until at least late December this year. We have found that the traction motors were submerged in water, also the power generator. To fix this issue, the body has to be lifted and the under carriage taken to a firm for it to be overhauled and tidied up. It's quite a mess. We would like to thank everyone for their support over the last couple of weeks and are extremely grateful for the help people have given.

STEAMRAIL WANGANUI

The SteamRail shed did not escape unscathed with the floodwaters reaching a depth of approximately two feet on the river side of the shed.

Since the flood, every weekend and some week days volunteers have been digging, removing mud and cleaning items. Thank you to everyone who has helped with the clean-up. Even if they couldn't help with the digging just running the BBQ for lunches have been a big help. The flood clean-up is going to carry on for a little while yet. Over the last 3 months members and volunteers have done approximately 710 man hours for the Club (including about 370hrs for flood clean up since the 21st of June).

Pictures and text from SteamRail Newsletter.



MAINLINE STEAM

With Mainline Steam, Auckland, having departed to numerous temporary locations the demolition of their old facilities, previously the NZR Parnell Diesel Depot, is well under way. Construction is proceeding on the adjacent new Parnell Railway Station, which will include the old Newmarket Railway Station building when restored, but latest information says most of the land is going to be used as a retirement village.



RAINFOREST EXPRESS/WAITAKERE TRAMLINE

Readers will be aware that this FRONZ group has had an end made to their operations by Watercare Services citing safety issues.

A concerted effort is being made to get them running again. Details below are taken from the latest "Dam Tram News"

RFE / WTS Strategy Group Report - Jim Eyre

As most of you are aware, I have initiated and chair an action group informally known as the RFE / WTS Strategy Group, after reading despairing comments on social media, generated from the media release from Watercare on 25 November 2014 closing the lines indefinitely.

The *Waitakere Tramline & NZ Regional Trains* Facebook page also received encouragement from supportive people with it cascading onto several other key Facebook sites.

Credit must be given to Titirangi local, Victoria Jacks, who started a petition on a site called change.org, and for her keenness to get a group together That motivated me to invite key people to our inaugural meeting held at the Titirangi RSA, hosted by the manager, Randal Godfrey. I thought it would be good to gather a wider network combining the two groups of support for Rainforest Express and Waitakere Tramline, with local politicians lending a stronger influence. We have support and attendance from Sir Bob Harvey, Waitakere Ranges Local Board members Sandra Coney, Denise Yate and Greg Presland, MP David Cunliffe, and members from both RFE and WTS, with average numbers of 20 at the meetings.

It has been proposed that the Waitakere Ranges Tramlines Trust be formed, possibly around October / November 2015.

Proposed Waitakere Ranges Tramlines Trust Draft Mission Statement and Description

We are a group of highly connected individuals with a wide knowledge base and have expertise in rail safety systems and track work of the two main tramlines in the Waitakere Ranges. We are passionate about re-commissioning them both and are aiming to restore them to their previous roles. Most importantly we want to speed up the process of effecting a peer review of the last Opus Report with the aim of urgent remedial repairs to maintain an initial, safe, and signed off, limited access by the travelling public and staff.

STEAM INCORPORATED

Some images from D.L.A. Turner, of Steam Incorporated's recent *Double Thunder* excursion, finally run at the second attempt on 18 July last, after the first attempt on 20 June was cancelled at the last minute because of rail and road storm damage near Manakau.

Right: Ja 1271 and Ab 608 (*Passhendaele*) making a rainy departure from Linton.

Below in heavy rain, exiting the Manawatu Gorge near Ballance.

A bit of real rail heritage in action on the main line in 2015! Only extreme rivet counters would not think themselves taken back in time over half a century, back to the late 1950s or early 1960s.



MEMBERS CLASSIFIEDS

RAIL BIKE FOR SALE

This request was passed to Journal from Mike Bradshaw of Bay of Islands Vintage Railway.

Tandem rail bike powered by 3.5hp Tecumseh motor/centrifugal clutch and single pedal chain and freewheel. Motor easily removed for transport, frame all-steel MIG welded box section. Front wheels of solid rubber with PVC flanges backed with steel discs, the excellent result of much experimentation.

Rear wheels of alloy with rubber tyres and recycled concrete saw blades as flanges. Brakes now operate downwards onto bull head.

Machine negotiates points and tracks well but is not certified. Longest run done was 20km and trouble free at 15-20km/h. It is available on a small trailer for easy transportation. Two years in development. Film clips available to bona fide enquirers.

Contact Jock Crawford, 07 854 7553.



NEWMARKET SIGNAL BOX

KiwiRail wishes to dispose of Newmarket Signal Box free to a good home. It is currently in storage in Auckland, and needs to be moved in October/November this year.

See <http://www.signalbox.org/overseas/nz/newmarketjcn.htm> for some history.

The contact is Aiman Grace, 09 363 8270, mobile 021 865 255, aiman.grace@kiwirail.co.nz

A small number of Auckland based FRONZ member groups have looked at the signal box but have declined taking it due to other more pressing priorities. It is currently located in a house-moving yard in Auckland along with the old Newmarket Station building. The station is being moved to the new Parnell station site currently being built and when it is moved the signal box will also have to be moved. There is also a 20ft container which is full of railway items including furniture and documents which were taken out of the Newmarket station before it was moved. Kiwirail are prepared to give the signal box and container with contents to an appropriate organisation. Some recent pictures are attached.



INTERNATIONAL NEWS

ITEMS OF GENERAL RAIL AND PRESERVATION INTEREST FROM OVERSEAS

Interest sought in Gold Coast light rail stage two

AUSTRALIA: The Queensland government is inviting expressions of interest from August 10 until August 28 for construction of the second phase of the Gold Coast light rail line.

A revised route has been developed for the northern extension, which could be built for less than half the cost of the original proposal, according to the state government. The 7.3 km alignment would run from the current northern terminus at Gold Coast University Hospital to Helensvale, where interchange would be provided with Queensland Rail services to and from Brisbane. The end-to-end journey time on the extension would be 11 min.

According to Queensland Deputy Premier Jackie Trad, a contribution from all three levels of government is required if the project is to be built in time for the Commonwealth Games, which Gold Coast is hosting in 2018. The city has already said that it will provide funding, but the federal government is currently refusing to support urban rail projects.

The initial 13 km phase of the G:Link line opened in July 2014 from University Hospital to Southport, Surfers Paradise and Broadbeach. It was built by the GoldLinQ consortium of McConnell Dowell, Bombardier and Keolis under an 18-year PPP concession valued at A\$1bn and is operated by the KDR Gold Coast joint venture of Keolis and Downer Rail.

From Railway Gazette

Major Australian railroad to see conversion to standard gauge

MELBOURNE, Australia – The state government in Victoria has agreed to fund a major rail project that will see conversion of more than 600 miles of broad gauge track to standard gauge. A dormant standard gauge line is also included in the project.

The Murray Basin Rail Project is estimated to cost about \$306 million.

The broad gauge route from Geelong, west of Melbourne, to Maryborough, roughly 100 miles, will be rebuilt as dual gauge, supporting both broad and standard gauge operation. A second line from Maryborough to Mildura on the northern border of the state will be rebuilt from its current 5-foot, 3-inch broad gauge to standard gauge, along with three branch lines, totalling 536 miles.

This is the second phase of a major infrastructure upgrade in the state of Victoria. Rebuilding of broad gauge lines in western Victoria was completed in 1995, and it has taken government officials until now to find funding for the remaining lines.

During the rebuilding program, axle loadings will be increased, which government officials claim will remove 20,000 large trucks from roads in the region each year. In addition, it will offer better access to sea ports in the area and greater access to other nearby states for products of the region.

The project from Marybough to Mildura was granted an exemption on the use of wooden ties harvested from Victorian forests because it will permit faster work on the conversion, according to local news reports. Concrete ties are the norm because of the prevalence of brush fires in the region.

The standard gauge line between Maryborough and Ararat, 54 miles, which has lain dormant for several years, will be reopened and upgraded to offer the Murray Basin region a better route to the state of South Australia.

From Trains Newswire

Adirondack Scenic sees ridership growth with bike program

TUPPER LAKE, N.Y. – Amid proposals that would abandon a segment its right-of-way, the Adirondack Scenic Railroad is seeing one of its best years of ridership.

Adirondack Scenic Executive Director Bethan Maher tells Trains News Wire that ridership is estimated at between 85,000 and 90,000 this season. On average, the railroad hauls about 22,000 annual riders. In July, the railroad launched a new Bike & Rail program that enables cyclists to board its summer trains at Thendara Station and travel to Carter Station, about 6 rail miles, or Big Moose, 12 rail miles to the north. Cyclists can then explore different trails that lead them back south to Thendara.

This is one of the new initiatives the railroad has launched to help gain support and increase ridership. The railroad operates on tracks owned by the State of New York, which has made a preliminary proposal to abandon the last 34 miles of railroad connecting Tupper Lake with Lake Placid. The proposal would rip up active tracks and abandon a section of

the line north of Tupper Lake to enable the construction of a recreational trail. The proposal also suggests upgrades to the remaining 107-mile railroad between Utica and Tupper Lake for a planned resort.

Most recently, trail advocates have campaigned to extend a planned bike trail from Thendara (Old Forge) to as far north as Lake Placid, but this has not been considered in the state's most recent proposal.

From Trains Newswire

'Zombie Train' rolls out on three Northern California railroads in October

SACRAMENTO, Calif. – Zombies are coming to the railroads of Northern California this fall. A new themed train ride, Zombie Train: Evacuation, is debuting on three lines: the Sacramento RiverTrain in Sacramento, the Sierra DinnerTrain in Modesto, and the Skunk Train in Mendocino County.

The re-imagined 40-minute train ride takes passengers through a post-apocalyptic world devastated by infection and overrun by zombies. The Zombie Train will be "evacuating" passengers on a quest for safety.

"We are excited to debut Zombie Train: Evacuation on all three of our trains this year," says Chris Hart, president of the tourism division of Sierra Railroad. "We've developed the Zombie Train franchise over the past few years, and this year, we've overhauled the experience to offer families of Northern California a chance to experience train travel in an exciting and unexpected way."

Zombie Train trips start in Sacramento Oct. 2, in Modesto Oct. 3, and in Mendocino County Oct. 9. Tickets are \$35 for adults and \$25 for children ages 2-12. For more information, go to www.zombietrain.com.

From Trains Newswire

Grand Canyon to run steam excursion as part of 'Man vs. Machine' race

WILLIAMS, Arizona – The Grand Canyon Railway is firing up its former Chicago, Burlington & Quincy 2-8-2 for a special excursion next month that coincides with the unique "Man vs. Machine" bicycle race.

On Sept. 26, Grand Canyon No. 4960 will lead the train from Williams to the Grand Canyon with two coaches and a café car. There will be no diesel helper. Along the way, the train will stop for at least one photo run-by. Upon arriving at the south rim of the canyon, shortly after the regular excursion, the steam run will take part in the "Man vs. Machine" bike race in which the 1923 Baldwin will take on dozens of bikers in a 54-mile race. Railroad officials say it has been more than 25 years since the race was held.



Round-trip tickets are available for the train that will depart Williams at 8 a.m. The train will arrive at the south rim at 11:30 a.m. and return back at 12:30 p.m. The race officially begins at 1 p.m. Tickets are \$75 for adults and \$45 for kids. For more information, go to www.thetrain.com and www.grandcanyonracing.com.

From Trains Newswire

BNSF declares Pasco its first 'Heritage Community'

PASCO, Wash. – BNSF Railway has honored Pasco, Washington as its first "Heritage Community." The award was established in July to honor towns "that embrace their past, present and future ties to freight rail."

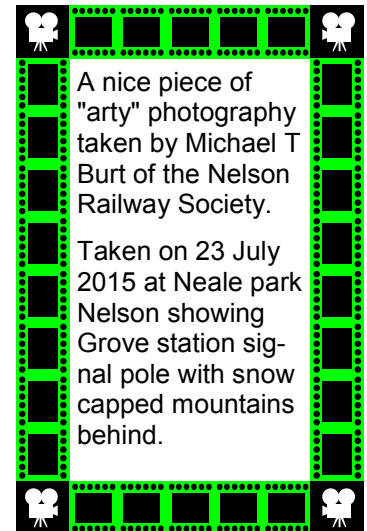
Pasco Mayor Matt Watkins received the award at a small ceremony July 2 from Zak Andersen, vice president of corporate relations for BNSF. The award comes in the form of a model of a BNSF locomotive in a small display case.

"BNSF is proud to celebrate our shared history, future and partnership with the city of Pasco," Andersen says. "Together we've grown the economy of the Pacific Northwest for over 100 years, and I can't think of a better fit for the first Heritage Community Award than Pasco."

A locomotive engineer named the community Pasco when it was first incorporated in 1891. Today it is an important division point for BNSF in the Pacific Northwest.



PICTURE OF THE MONTH



FRONZ CONFERENCE AUCKLAND
3—6 JUNE 2016

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