



JOURNAL

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PLEASE SEND CONTRIBUTIONS TO EDITOR, SCOTT OSMOND, BY E-MAIL : scottosmond54@gmail.com

IN THIS ISSUE

Railway Technical Society of Australasia	1	News From Our Members	5
Hazard Recognition and Risk Assessment	1	Classifieds	9
Hazard Recognition and Risk Assessment	2	International News	10
Good News, Bad News (Railway Stations)	3	Future Mainline Excursions	11
		Picture of the Month	12

RAILWAY TECHNICAL SOCIETY OF AUSTRALASIA



FRONZ President, Grant Craig was invited recently to address the New Zealand chapter of the Railway Technical Society of Australasia (RTSA) at a presentation in Wellington recently.

Grant's presentation was on the development of the rail heritage & preservation movement in New Zealand since 1963 and covered the evolution of Dunedin

Railways along with a general overview of FRONZ and its activities.

The RTSA is a joint Technical Society of Engineers Australia and IPENZ New Zealand, formed to further the interests of the railway industry at large and its individual participants. The RTSA is a non-profit organization and was established in 1997 for the purpose of promoting the co-operation of academic, industrial, commercial and governmental organizations in relation to the practice and advancement of railway technology and management in Australasia.

The Activities of the RTSA are directed towards providing leadership for the facilitation and coordination of professionalism in the railway industry and the encouragement of member contributions to the application of railway technology and good management practices. The objectives of the RTSA are, to stimulate the active contribution and participation of its members in the development and dissemination of railway technology and management knowledge, to support the business of the railway industry, to provide for the continuing professional development of its members and to promote close working relationships amongst participants in the railway industry.

For more information about the RTSA visit <http://www.rtsa.com.au/>

Information supplied from Ian Cotton - NZTA.

HAZARD RECOGNITION AND RISK ASSESSMENT

This article on page 2 is the first in a series of articles written by Trevor Burling, FRONZ Executive Officer. This is a simple one-page introduction to remind members to be vigilant, or start preparing a programme of hazard recognition and what to do about them.

Also WorkSafe have issued a bulletin concerning an update to the Hazardous Substances Guide. (2268). Trevor sent an earlier version to members about 5 years ago. It was in a booklet form. This one is an online version where members can go online at http://www.hazardoussubstances.govt.nz/media/18515/worksafe_workbook.pdf. This one is important as volatile substances are stored on member sites as well as inadequate storage arrangements in some cases. The guide is mainly aimed at PCBU's and industry, but contains some very good information for FRONZ members.

Members are free to contact Trevor if anyone has any queries or needs guidance on any of these items.

Ph: [04 234 7199](tel:042347199) Mobile: 027 687 1914.

Email: trevor.burling@xtra.co.nz

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

HAZARD IDENTIFICATION AND RISK ASSESSMENT

FRONZ Hazard Identification and Risk Assessment

RAILWAY, TRAMWAY HAZARD IDENTIFICATION AND RISK ASSESSMENT

Workplace hazard identification, risk assessment and control is an on-going process. It should be undertaken at various times, including:

- If it has not been done before.
- When a hazard has been identified
- When a change to the site may introduce or change a hazard. Such as when changes occur to the work equipment, practices, operational procedures or environment including hazardous substances.
- As part of responding to an incident, even where an injury has not occurred.
- Where new information about a risk becomes available or concerns about a risk are raised by staff/members.
- At regularly scheduled times appropriate to the tramway/railway.

It is often more effective and easy to eliminate hazards if risk management approaches are used at the planning and design stages for operational procedures, processes and places of activity.

The following procedure for risk management (involving hazard identification, risk assessment and control) is a practical guide for helping make all FRONZ member sites safer for members/staff, contractors, and visitors. It will help both management and workers, through consultation, to comply with the WHS regulations and section 30 (d) (i) ii) of the Railways Act.

These regulations require PCBU's and Voluntary Associations who operate a railway to identify, assess and control hazards in the workplace with the aim of eliminating or minimising hazards, so far as reasonably practicable.

Recording risk management activities, including risk assessments and consultation processes is required.

These procedures will assist in:

- Finding hazards on your railway/tramway.
- Assessing the risks that may result from these hazards.
- Determining control measures to eliminate or minimise the level of the risks.
- Monitoring and reviewing the effectiveness of control measures.

GOOD NEWS, BAD NEWS!

Wairio Station Terminus heritage value questioned by owners KiwiRail

Western Southland locals are urging officials to take steps to preserve a newly designated heritage railway site in the district.

Local resident and amateur historian Alanna Barrett had long believed the Wairio Station Terminus complex of buildings, that dominate the small rural town 3.5km south of Nightcaps, was worthy of recognition as an "historic place" under Heritage New Zealand (HNZ) criteria.

And after submitting an application for assessment by HNZ in November, she was delighted to be borne out by an official acknowledgement for the site of the organisation's highest, Category 1 historic place status, last week.

Now Barrett wants to see owners KiwiRail and local authority Southland District Council take action to prevent further deterioration of the site's buildings, which date from 1882 to 1947.

"We're very grateful to Heritage New Zealand for this thorough and well researched report. We're happy Wairio has been recognised for the important part it's played in local and New Zealand history, and look forward to KiwiRail giving full support to this heritage site, and Southland District Council bringing it into its District Plan," Barrett said.

However, a KiwiRail spokesperson said the rail operator had been "somewhat surprised" by the level of heritage status conferred on the site by HNZ.

"KiwiRail was surprised at the level of heritage status proposed. In our discussions with the Rail Heritage Trust of New Zealand, the structures were not considered to be of the level of significance suggested by Heritage New Zealand.

"We have no plans for the site at this stage, and there are concerns around the condition of the structures and their asbestos cladding," they said.

Only the company's premier heritage sites were considered for investment, and then only if a return on investment could be recognised.

"We've only a limited number of historic sites in our portfolio. If a building has an economic use and can be leased or retained for an operational reason then we will do so - such as Wellington Railway Station. This is done on a case-by-case basis.

"No consideration has been given to Wairio Station as fitting into this category, [and there are] no plans to carry out remedial work on the site at this stage, [with] no budget to do so."

Although Southland District Council accepted HNZ's assessment of the site, it wouldn't be coming to the rescue either, mayor Gary Tong said.

"This council has a history of taking on responsibility of buildings where a committee or the like folds. That then leaves the ratepayer in a position of maintaining that building. This no longer occurs, and it would be unlikely for us to take on a significant project where ownership is outside of any community group."

Past attempts to acquire the site by community groups, such as the now defunct Ohai Railway Heritage Trust, had failed, he said.

"I understand that council, through the Ohai Railway Board formal process, assisted [Ohai Railway Heritage Trust] through administration. Subsequent attempts by others have failed, mainly due to there being very little encouraging support."

But project instigator Barrett disagreed there was a lack of impetus locally.

"With respect to the local people who've been involved with the Ohai Railway Board down the years, Wairio Station does have a future.

"Given this HNZ recommendation, we'll be pursuing a positive outcome for the site."

- Stuff



Whangarei Station

Posted on Facebook by Dillon Mahoney these photos show good progress on restoration of the Whangarei Railway Station by the Whangarei "Men's Shed". Currently seeing only one train each way to Westfield daily Monday to Friday the North Auckland Line is of course in jeopardy under current Kiwirail policy. The following from the "Men's Shed" web site: Incorporated in March 2012 and moving to temporary premises (which had been a live Kiwi House), in September 2012, the Whangarei Men's Shed has maintained a reputation for 'thinking outside the square'. Recently it purchased the Whangarei Railway Station and is busy converting it to our new headquarters.



Not only is the Station a multiple workshop area for the pursuit of an array of pastimes and projects, but it also forms a "Work in Progress" challenge in its own right. The W.M.S. has set itself a target for restoring the interior of the old station (badly deteriorated) with the guidance of an architect employed by the Shed and the National Historic Places Trust.

Rail Heritage Trust of New Zealand has kindly supplied this background on the Whangarei Railway Station.

To reflect Whangarei's growing regional importance planning for a major rearrangement of rail facilities began in 1922. A new station, a George Troup-design Class C building, was completed in 1925 to coincide with the opening of the North

Auckland Line. It was Whangarei's third railway station; the first, a lean to structure, was built in 1880 and remained in use as an attachment to the second station when it opened in 1903.

The station became surplus to railway requirements in the 1990s and was let to a number of small tenants including the Whangarei Menz Shed. As that group expanded to occupy more of the building, the decision was taken in 2015 to produce a Conservation Plan as a first step to restore the railway station. Listed as Category II by Heritage New Zealand and as Category 2, a Notable Survivor, by the Rail Heritage Trust of New Zealand, the Conservation Plan and subsequent restoration process was endorsed and actively supported by both organisations.



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 scottosmond54@gmail.com

PAHIATUA RAILCAR SOCIETY

The Pahiatua Railcar Society has been named the supreme winner at the 2017 Trustpower Tararua District Community Awards.

Trustpower community relations spokeswoman Teresa Partridge said the society earned the supreme award because its impact on the community and the input of its volunteers stood out from the pack.

"It is undoubtedly the commitment and enthusiasm of these volunteers that make this society the professional, well-oiled machine it is."

The society's largest accomplishment of the year was finishing the restoration of a unique vintage railcar. The society's volunteers have worked 26 years to restore the railcar from scratch, and it was widely regarded as one of the most significant railway restorations New Zealand has ever seen, she said.

Pahiatua Railcar Society president Don Selby said when the heritage categories came and went without the society getting a nod, he thought the group would have to wait another year.

"I thought, 'well that's the end of that'. Then right at the last minute they started reading out stuff from our submission.

"I couldn't believe it, we were very excited. I'm still very excited."

The society has been restoring the RM5 railcar from scratch for 26 years. The work was almost entirely done by the society's 40 volunteers, except for a couple of parts that needed specialised knowledge and skills to repair, Selby said.

A railcar looks basically like a bus that runs on a railroad. And it does the same job, transporting passengers.

This particular railcar was one of six that began running over the Rimutaka Range from Featherston in 1936. Until then, passenger railcars and most trains in New Zealand ran on steam, and these were the first diesel railcars.

The society's RM5 is the only one of its kind still in existence and it will be making public trips for the first time in 60 years next Waitangi weekend, Selby said.

The Supreme award came with a trophy and \$1500 for the society. Selby said the money would go towards setting up a new workshop, and whatever was left would go towards the group's administration costs.

- Stuff



STEAM INCORPORATED

Recently the focus of the diesel team has changed from 1471 to 1410. The result has been that Da1410 has been able to be started and was able to move under its own power for the first time in over a decade with the overhauled EMD 12-567c engine. Restoration efforts are continuing to focus on Da1410. *Photographer unknown from Facebook.*



GLENBROOK VINTAGE RAILWAY

A major milestone in Ww480's restoration was achieved on 6 September with her new boiler and ash pan being lifted back into place and permanently fixed to the frame. *From Facebook by Trevor Whitford.*



NATIONAL RAILWAY MUSEUM OF NEW ZEALAND

From NRM October Newsletter

Website. Take some time to check out our website : www.nzrailmuseum.com. You will notice that some work has been done updating various aspects and there is more being done. A brand new one is on its way...

The NRM is now on Give-A-Little. We now have a GiveALittle page! If you have never explored this very popular funding mechanism before have a look at it. Search under "givealittle" and when the front page opens type National Railway Museum in the search box at the top left. Every little helps, no matter how small, so let your friends know about this, and if you have spare funds here is a place to dispose of them.

The NRM had a stand at the Christchurch Model Train Show in October.

WEKA PASS RAILWAY

A428 passed its annual mechanical inspection in September!

Ready for another year of hard work on the Weka Pass Railway.



TRAMWAY HISTORICAL SOCIETY

From: Ferrymead Tram Tracts

Recent Tram Barn Burglaries. We regret to report that over the past few weeks we have had an early morning break-in to Tram Barn 1 as well as some apparent audacious daylight thefts or attempts when HTT staff and members were present. In particular, we have lost some motor parts from one of the GE 247A motors being overhauled as part of the P class truck fabrication work being undertaken by HTT for the Sydney Tramway Museum, and also from a tram motor off one of our Brisbane (236) trucks. The police are investigating and in the meantime, we are endeavouring to locate replacement parts. Having to make new patterns and cast new parts would be a very expensive exercise. Given this situation, we ask members to be vigilant and on the watch for suspicious activity when around the tram barns (or trolley bus barn) and don't leave the barns unlocked when tram driving if there is no one else in attendance.

Ferrymead Tramway 50. On the afternoon of SATURDAY 6 JANUARY 2018 (50 years to the day) the Society will be commemorating 50 years of tram operation at Ferrymead with a re-enactment of the original opening ceremony followed by afternoon tea. We are also proposing a pub dinner followed by an evening function which will feature films and slides of early Ferrymead activities -leading up to and including the opening.

Thanks to the efforts of Alan Roi and his dedicated volunteers, New Plymouth Crossley trolleybus No. 3 was returned to running order again in time to mark the fiftieth anniversary of its retirement. The day before the actual anniversary, Friday 6 October 2017, No. 3 was photographed in preparation for a display run. *Photo: Alastair Cross.*



EAST COAST MUSEUM OF TECHNOLOGY

From The Gisborne Herald.

THE GISBORNE to Makaraka railway line is a step closer to reopening after East Coast Museum of Technology received a \$10,000 grant from Gisborne District Council this week.

ECMoT is behind the project to restore and reopen the disused railway line from the museum into Gisborne. Committee member Colin Taylor said the money would help them complete the railway work on-site and take them another step closer to their goal of re-opening the line.

"The grant is a good start," Mr Taylor said. "We need to bring the museum end of the line up to scratch." The restored railway line, is part of the Makaraka museum's five-point plan to attract more funding, visitors and volunteers.

The whole line has an estimated repair cost of less than \$150,000.

The council grant money would go towards repairing a section of the rail line, and to buy parts and tools needed, Mr Taylor said.

The goal is to have the line ready by the Te Ha sesquicentennial commemorations in 2019.

Last November ECMoT received a \$10,000 grant from the Eastern and Central Community Trust to contribute towards safety signage, murals and artwork, web-site development including branding and logos, and repairs to the museum's multi-purpose tractor.

East Coast Museum of Technology committee member Colin Taylor with a DSA locomotive, which is part of the on-site expansion. A \$10,000 grant this week from Gisborne District Council will help with getting the rail track between the Makaraka museum and Gisborne restored. Picture by Liam Clayton



CANTERBURY RAILWAY SOCIETY

From Branchlines

The overhaul of D140 is continuing in the workshop. The frame and boiler have been partially lowered onto the wheels and the cab is being worked on with old paint stripped off and patches fitted over the holes. Tr111 is close to completion, with the niggling brake issues still being sorted out. Work is progressing on carriage A1177, particularly fabrication of the luggage racks. The Electric Traction Group has tested locomotive Eo45 with a view to putting it into service. This locomotive belongs to the National Railway Museum which has made it available for service with us.



Above Left: The cab of D140 with paint stripped off and patches fitted. 22nd July 2017 Photo: Peter Jenkinson

Above Right: Peter Jenkinson examining Tr111. 2nd July 2017 Photo: Wayne McClintock

Below: EO45, built by Toshiba in Japan, is currently being prepared for service by our Electric Traction Team. 20th July 2017 Photo: Dave Hansen



OAMARU STEAM AND RAIL

Over 1600 people rode the train as the America's Cup came to Oamaru on 15 October.

Oamaru Steam and Rail provided FREE train rides in support of the event, shuttling between the Wansbeck St overbridge and the penguin colony between 1 and 6pm.



CLASSIFIEDS

BOOK OFFER

Pre-order Offer TO FRONZ organizations and their members

Port to Plains

The Story of the LYTTTELTON RAILWAY TUNNEL

Written by David Welch, this new publication tells of New Zealand's first great engineering project – New Zealand's first railway network – the project that shaped a nation's history... Over 200 pages with 100-plus detailed and historical black & white and colour illustrations

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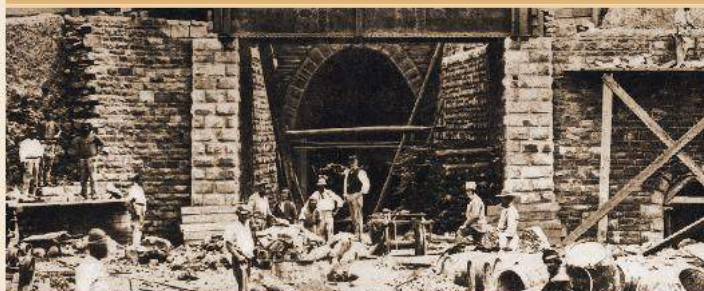
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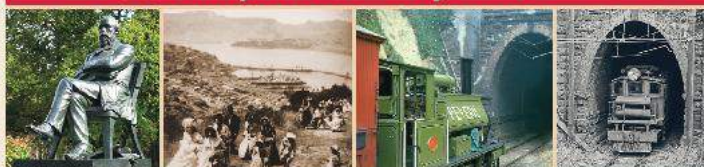
Port to Plains

OVER AND UNDER THE PORT HILLS



The Story of **The Lyttelton Railway Tunnel**

David Welch



GREYMOUTH ACOMODATION

27 C Gold Nugget Road, Rutherglen, Greymouth.

This guards van was built in 1907 and crashed at Moana in 1963.

Te Pahika has undergone a sympathetic restoration into self-contained accommodation for two with a queen bed and a separate "station" housing a bathroom and fully equipped kitchen. The carriage is set in a secluded area of our 4-acre property at the edge of the large pond, nestled alongside native bush.

If you are looking for somewhere unusual to stay where you can enjoy peace and quiet, nature and native bush you will not be disappointed. Te-Pahika is a place to unwind, read a book, enjoy a cup of coffee or wine on the deck and relax.

We are conveniently located a couple of minutes' drive from Shantytown and 5 minutes' drive to the Wilderness cycle trail, nearest beach and local pub.

There are plans for an outdoor bath which should be completed by the end of December 2017.

The nightly price for 2 people is \$150 with continental breakfast

Or \$140 for 2 people excluding breakfast.

For more information please call or e-mail us or visit

www.airbnb.co.nz/rooms/18604328

Sarah – 027 222 9064 or 03 762 6344

E: Te-Pahika@hotmail.com



RAILWAY WAGONS OR SHEDS WANTED

We operate a small accommodation business called Te Rakau Cabins in the southern Wairarapa and because of increased demand from the Rimutaka Cycle Trail we are wanting to expand our facilities. We currently use 3 converted KP wagons so ideally would like to continue the railway theme. Do you know of any surplus covered wagons or small railway sheds that are for sale, especially in the lower North Island? I do still occasionally see the odd KP wagon at sidings when travelling by train.

I have included 3 photos of our cabins to give you an idea of what we require.

Dougal MacKenzie.

Email: dougalmackenzie07@gmail.com

Phone: 0274 454 351



INTERNATIONAL NEWS

TRAINY MCTRINFACE RECEIVES ITS NAME IN OFFICIAL CEREMONY IN SWEDEN

Last year, some 124,000 people voted to name a new British research vessel Boaty McBoatface, but the decision was overturned. The ship was named instead for the popular British broadcaster Sir David Attenborough. Trainy McTrainface, however, will today officially receive its name in a naming ceremony in Gothenburg, Sweden, reports The Local. Earlier this year, the Swedish transport company MTR Express held a public vote to name their new Stockholm-Gothenburg express trains. Trainy McTrainface was the runaway winner. At the time, amid fears that Trainy might meet a similar fate to Boaty, marketing chief Per Nasfi promised this would not be the case. "I can guarantee with my life that the train will be called Trainy McTrainface," Nasfi told *The Local*.

Ceremonies will be held in Gothenburg and Stockholm to name the new fleet of trains, all of which have crowdsourced names: Ingvar, after a local television host; Estelle, after Princess Estelle of Sweden; and Glenn, a reference to a popular joke that everyone in Gothenburg is called Glenn (in the 1980s, four of the players in local football team IFK Göteborg shared the name). *Trains Newswire*



An MTR Express train

BID TO SAVE HISTORIC ACT RAIL MUSEUM REJECTED AHEAD OF AUCTION

A last-ditch bid to save Canberra's historic rail museum was rejected 24 hours ahead of an auction to sell off its assets.

The museum's collection will go under the hammer on Wednesday after the company behind it collapsed, leaving \$700,000 of debt behind.

Ian Oliver and Dallas Dogger from Capital Holdings said they had offered a "substantial" sum to buy a collection of museum assets including steam engines and carriages.

They had planned to open a transport museum at the Kingston site which would include old fire engines and working train exhibits.

"This was not a cynical grab for assets by us. Far from it, our motives were philanthropic and proudly ACT-based." The Canberra Railway Museum shut its doors in November after its freight company – started to subsidise popular but expensive heritage train trips – collapsed, leaving more than \$700,000 in debt.

It is understood about \$100,000 is owed to employees, while \$170,000 needs to be paid to the Australian Tax Office.

Financial services firm Deloitte has previously described the liquidation process as "complex".

"We need to balance creditors interests and the return they are entitled to expect, together with preserving and protecting items of historical and heritage significance," a spokesman said.

From Railpage

FUTURE MAINLINE EXCURSIONS

This feature in Journal is a list of forthcoming mainline excursions by our members. Hopefully all are covered from newsletters and web sites but if any members have excursion plans please send them to Journal at scottosmond54@gmail.com.

Glenbrook Vintage Railway Scenic Rail

25 November. Steam from Glenbrook to Tokoroa.

Steam Incorporated

12 Nov	Heartland Flyer	Paekakariki to Woodville (steam)
3 Dec	Christmas Grand Circle	Circumnavigating the Tamaruas (diesel)
3 Dec	Christmas Twilight Express	Evening run Kapiti to Palmerston North & return (diesel)
6 January 2018	Eketahuna Express	Kapiti to Masterton via Manawatu (steam)
17 Feb	Deco Delights	Kapiti to Napier for Art Deco (diesel)
24 March	Mangaweka Express	Paekakariki to Taihape (steam)

Gisborne City Vintage Railway

Gisborne to Muriwai—

Sunday 26 November 2017
 Thursday 28 December 2017
 Friday 29 December 2017
 Saturday 6 January 2018
 Sunday 7 January 2018
 Saturday 27 January 2018
 Sunday 28 January 2018
 Saturday 17 February 2018
 Saturday 31 March 2018
 Sunday 1 April 2018
 Sunday 13 May 2018
 Saturday 2 June 2018
 Sunday 3 June 2018

Feilding & Districts Steam Rail Society Inc

4-5 November— Open Weekend.

19 November. Feilding to Woodville. Diesel.

Pahiatua Railcar Society

19-22 January 2018—Festival of Lights. New Plymouth.

14-15 Feb 2018—Art Deco Weekend

Dunedin Railways

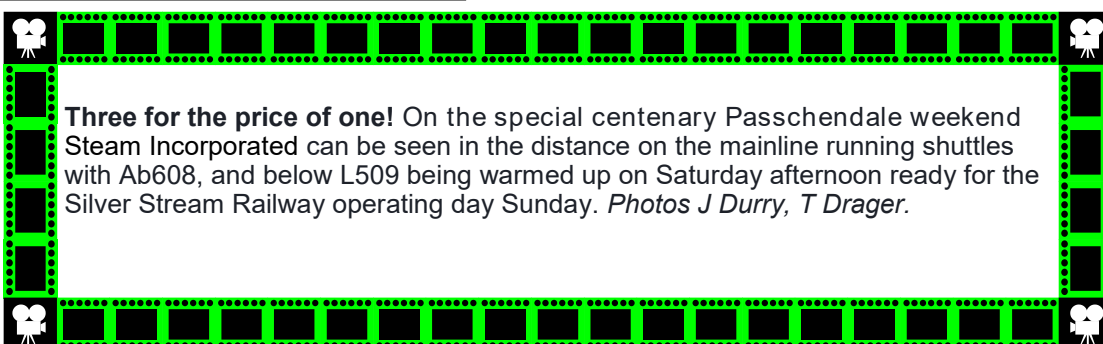
Regular Taieri Gorge and North Line services

29 April to 12 May 2018 Silver Fern Railcar Christchurch to Invercargill and return.

No excursions currently advertised for:

Mainline Steam

PICTURE OF THE MONTH



**FRONZ CONFERENCE WELLINGTON
1-4 JUNE 2018**

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