



# JOURNAL

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## FRONZ WELCOMES THE NATIONAL RAILWAY MUSEUM OF NEW ZEALAND INC.

The FRONZ Executive has been pleased to unanimously endorse a membership application from the new National Railway Museum NZ Inc., based at Ferryhead, Christchurch. Chairman, Colin Dash, was quick off the mark in having the new organisation join our ranks and with substantial fund-raising now underway, we look forward to reports of progress and the granting of resource consents for the stunning building designed by renowned Christchurch architect, Peter Beaven. Welcome Aboard !



*For more details about the NRMNZ  
please refer to FRONZ "PLATFORM"  
# 9 of March 2007*

## RAILWAY FIRES MINIMISATION PROJECT

For some time now Paul Heighton has been acting as FRONZ representative at meetings of the Railway Fires Minimisation Project. An initiative of the NZ Rural Fire Service, partners in the project include OnTrack, Toll Rail, Forest Owners Association, Department of Conservation, NZ Fire Service and FRONZ.

Paul has sent us the following "Best Practice Guidelines for Minimising Wildfires Caused by Rail Operations" and reports that we at FRONZ should be collecting data on Fires caused through Heritage Railway Operations. All FRONZ Members are encouraged to contact Paul with details of any fires, so that a statistical base can be established, just as the other parties named above will be doing.

*Paul plans to expand on this Project work at the FRONZ Conference.*

**MEMO**

DATE: 10 April 2007  
FROM: Paul Heighton  
TO: FRONZ Executive

P S Heighton  
27 Kawau Rd.,  
Greenlane 1061

Phone (09) 636 8208

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**MINIMISATION OF WILDFIRES**

The working party discussing the publication of the "BEST PRACTICE GUIDELINES FOR MINIMISING WILDFIRES CAUSED BY RAIL OPERATIONS" is seeking to bring this to a conclusion.

The main thrust of the document is to bring together a set of guidelines for the major stake holders The Rural Fire Service, Toll NZ and ONTRACK. Other interested parties include the Forest Owners Association, District Councils and DOC and of course ourselves. It is quite clear from the discussions however that in general our activities are not at this time viewed as being a major contributor to any problem, BUT this could change.

Responses are going to be forthcoming from Toll and ONTRACK and I suggested that the Heritage movement was well placed to formulate our own set of guidelines and this was readily agreed to. This is because our member groups cover both rural and urban fire districts and involve fixed sites as well as mainline operations. The key words in any document produced are **GUIDELINES** and **MINIMISATION** and this is fully supported by the working party. There is no intention of compulsion or other form of requirement being conveyed by the document. It is intended the guidelines be in simple general terms and I have put together the following on that basis.

**HERITAGE OPERATOR GUIDELINES**

1. Operators of heritage sites or activities are encouraged to establish a working relationship with their local rural or urban Fire Authority and/or the Fire Authorities through which their activities might pass.
2. It is recommended that fixed site operations be checked for vegetation and other materials which could become a fire hazard as a result of any rail operation on the site. A check on an annual or more frequent basis would identify any new hazards or the return of previously noted fire sources.
3. A good housekeeping programme in and around sites will go some way to reducing the risk of wildfires from rail activities. The varying seasons throughout the year can present differing levels of fire risk in different regions at any one time.
4. Fires from rail operations have historically been blamed rightly or wrongly on steam locomotives, but diesels too have been known to cause fires and dirty exhaust systems can be a source of hot carbon emission which can start fires. Locomotives which spend a lot of time idling or working at low revolutions tend to quickly build up carbon deposits. A cleaning programme

to remove these deposits would be of help here.

5. Sparks from brake blocks can be a source of ignition for wildfires, either through the normal operation of the brakes in operating a train or through a brake failure causing dragging brakes on a vehicle. Keeping the braking system in proper working order and correctly adjusted will minimise the risk of wildfires. Correct handling of a train is also of importance in this regard so far as braking is concerned

6. The use of the best type of coal for any particular fixed site or mainline operation is very important. The type of coal best suited for any particular situation is determined by such factors as the type of loco it is to be used in, the type of operation and importantly the type of spark arresting equipment fitted. For mainline operations for instance, soft coal could only be used with a "Waikato" spark arrestor and this is well understood. Hard coal use on the mainline however can be with either the "Waikato" or the "Cage" arrestor. Many fixed sites have access only to soft coals from various mines and these are generally satisfactory for the job intended. It is recommended however that where this is in use steps be taken to ensure it is as fresh as possible and not allowed to perish while stacked.

7. Good design and maintenance of ash pans is a very important step to minimising wildfires from rail operations. Hopper designs are probably the best but it is recognised that these designs are not able to be fitted to many smaller types of locomotive especially of industrial origin. Whatever the type of ashpan, it is recommended that they be frequently inspected for condition. In operation it is strongly recommended that any ashpan be cleaned on a regular basis to prevent fire falling out as a result of being overfull. An overfull ashpan is also a known cause of poor steaming on many types of locomotive.

8. Good condition and the proper maintenance of spark arresting equipment is very important and it is recommended that high importance be given to the inspection of this equipment on steam locomotives.

9. Where oil burning locomotives are in use it is recommended that close attention be paid to firing practices to prevent oil escaping to the ground during operations and that carbon build up is not allowed to become a fire hazard.

10. During infrastructure operations where cutting and welding may be taking place as a part of track work, it is recommended that extra precautions be taken to prevent a wildfire starting and having suitable fire fighting equipment on hand to deal with any eventuality.

11. Discarded smoking material is a known cause of lineside fires in the past. Many organisations have adopted a smoke free policy as part of their train operations and this could well be recommended to others.

Paul Height on 10 April 2007



## IMPORTANT NOTE TO THOSE USING FRONZ PUBLIC LIABILITY INSURANCE

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### .1. FOR THOSE ORGANISING ACTIVITIES WITH ANOTHER OPERATOR INVOLVED :

"The FRONZ Public Liability cover is arranged on the limit of cover NZD 10 million applying to 'any one incident' therefore if a number of members are involved in an incident (and a joint action is taken against them) FRONZ and it's members only have NZD 10 million cover combined.

### .2. LOCOMOTIVES BURNING WOOD, OR WITHOUT SPARK ARRESTORS, ARE EXCLUDED :

Just as the heading notes, locos burning wood, or not fitted with spark arresting gear, are excluded from Claims under the Fire & Public Liability policies.

## SAFETY NOTICE : ASBESTOS : SEE ATTACHMENT

LTNZ has asked that we bring the attached Safety Notice from Pacific National Australia to your attention. While it is doubtful that any vehicles of this nature are in service in New Zealand, you are nevertheless asked to pass this Safety Brief on to those who may be at risk.

## President's Patch

### CLEANING UP : NOT YOUR JOB ? A REPUTATION WE DON'T NEED



It was an interesting discussion, with a person upon whom our industry relies very heavily for an essential service. It doesn't matter who it was. It could have been a boiler inspector, a plumber, an electrician, someone from LTNZ, OnTrack, the Department of Labour ..or the local body health inspector. ! You did the right thing, and offered a cuppa with the lads in the only space you know which doubles as the smoko and lunch room. He watched as you grabbed a cup from the untidy sink, gave it a cursory and brief "rinse" under the tap, and poured him a brew from the tea-stained pot. It still had tea-leaves from the previous "brew" in it, as you poured some more hot water over the top and stirred .. Your guest needed a "comfort stop" before he partook of the "brew up", and with some reluctance you showed him the "facilities", hoping he didn't notice the broken pan, the loose seat, or the stained bowl that made do. Close by, the cracked hand-basin and filthy towel that had wiped dozens of greasy hands, made do for the wash-room. And you wondered why he suddenly remembered another appointment, and left without drinking his cuppa ?!

I'm the first to acknowledge that it is hard to get "blokes" to spend time doing household duties in our club facilities, but people who are on our site to do us favours, or because we need their expertise and can't get it elsewhere, do have a choice about their workplace, and may even refuse to come back unless we tidy up our collective act. If this story has touched a nerve to you at your local depot, make it a topic of lunchroom conversation and see what can be done to improve the situation for those upon whom we rely to keep us in business. Better still, if you are the Chairman, have a cuppa with the lads, take the time to see what they're putting up with, open up the Club's cheque book, and give them something to be proud of. After all, how attractive is it also, to a potential new volunteer ??

Remember if the "outsider" is a contractor, your premises are his/her workplace. They have a right to expectations that are their place of employment, however temporary, is kept to a reasonably hygienic standard.

*Rant mode now off !!*

regards, **Paul Dillicar**

## STEAM LOCOMOTIVE HANDBOOKS STILL AVAILABLE

ON PAGE 5 of this issue of JOURNAL are the Introduction & Contents pages of the Steam Locomotive Handbook published jointly by the late Ted Pointon and the Federation. Residual copies are now available at a **REDUCED PRICE** of \$ 25 including postage to NZ addresses. Order direct (and include payment) from

Whangaparaoa Railway  
400 Whangaparaoa Road  
North Auckland

Ph (09) 424 5018

[www.rail.co.nz](http://www.rail.co.nz)

# STEAM LOCOMOTIVE HANDBOOK

See previous page for information about ordering

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## FORWARD

This book is intended as a practical reference book of valuable information applicable to the work of Enginedrivers and Firemen on steam locomotives, for N.Z. Railway Society member groups either operating on their own railways or on N.Z. main lines. The material has been compiled largely from New Zealand Government Railways hand-book of instructions for Locomotive operating staff and the Air brake hand book. Hopefully everyone reading this book will have a better understanding of the operation of the mechanical side of a steam locomotive and how to overcome breakdowns that may require the locomotive to be able to operate to clear the main line or get back to its depot for repairs. Those wishing to be Enginedrivers and Firemen will find all the answers that would be needed to sit the examination for Enginedrivers in this book. This book has been printed with the help of my wife Julie and son Scott, who spent many hours editing and compiling this booklet.

E.J.POINTON MECHANICAL CONVENOR  
NATIONAL FEDERATION OF RAIL SOCIETIES  
MAY 2001

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## AIR BRAKE SECTION

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I. Automatic Air Brake 2

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and Federation of Rail Organisations NZ Inc



**Thematic Interpretation Workshops**

17th – 18th May 2007  
 Whangarei Museum,  
 State Highway 14, Maunu  
 WHANGAREI

19th – 20th May 2007  
 Waikato Conservancy Office  
 Level 5, 73 Rostrevor Street  
 HAMILTON

23rd – 24th May 2007  
 Department of Conservation, 18 Manners St  
 WELLINGTON

6th – 7th June 2007  
 Ferrymead Heritage Park,  
 Ferrymead Park Drive, Heathcote Valley  
 CHRISTCHURCH

8th – 9th June 2007  
 Dunedin Public Art Gallery,  
 30 The Octagon  
 DUNEDIN

11th – 12th June 2007  
 Meeting Room, First Floor  
 Invercargill Public Library,  
 50 Dee Street  
 INVERCARGILL

**Times:**

**Day 1: 9am - 5pm and Day 2: 9am - 5pm**

**Please note substantial subsidies for travel and attendance are available!**

National Services Te Paerangi, in partnership with the Department of Conservation, is providing a series of two day workshops on **Thematic Interpretation**, presented by **Professor Sam H Ham** of the University of Idaho, during **May and June 2007**.

Professor Sam Ham is a world-renowned expert on thematic interpretation, based at the University of Idaho, where he is Director of the Centre for International Training and Outreach, and Professor of Environmental Communication and International Conservation. He has published books, papers and articles on thematic interpretation and related topics, and conducted training workshops in North, Central and South America, Europe, Asia, Australia and the Pacific.

Most recently he has been in New Zealand to run Thematic Interpretation workshops for National Services Te Paerangi and the Department of Conservation. Due to strong interest, Professor Ham is back to tour the country, presenting workshops at six different locations.

The thematic interpretation method concentrates on provoking and inspiring visitor interest through carefully constructed messages presented in a range of mediums e.g. signage, audio visuals, interactive displays, theatre, guiding. It is about telling a story rather than bombarding visitors with factual information that they will have difficulty in retaining. The workshop will focus on the guiding component of thematic interpretation - developing presentations to introduce visitors to a site and help them understand how and why it is important.

The registration fee for this workshop is **\$400**. **Substantial subsidies are available for staff from smaller museums, please enquire when registering.** Due to high demand, the deadline for registrations and enquiries for subsidies is **Friday 20th April 2007**.

**PLACES ARE LIMITED and will be confirmed on receipt of payment only.**

**PLEASE REGISTER EARLY.**

(Maximum of **two** participants per organisation)

**For further information please contact:**

**Phoebe Arthur**

National Services Te Paerangi  
 Te Papa  
 PO Box 467  
 Wellington

Free Phone 0508 678 743

Email: [phoebea@tepapa.govt.nz](mailto:phoebea@tepapa.govt.nz)

**REGISTRATION FORM - THEMATIC INTERPRETATION WORKSHOP**

*Please indicate which location the participant would like to attend:*

**17th – 18th May 2007, Whangarei**

**19th – 20th May 2007, Hamilton**

**23rd – 24th May 2007, Wellington**

**6th – 7th June 2007, Christchurch**

**8th – 9th June 2007, Dunedin**

**11th – 12th June 2007, Invercargill**

-----  
 Name: \_\_\_\_\_ Position: \_\_\_\_\_  
 Organisation & address: \_\_\_\_\_ Email: \_\_\_\_\_

Contact numbers:

My learning objectives are:

- 1
- 2
- 3

## CONFERENCE 2007 UPDATE

If you are planning to join us at Conference in Dunedin at Queens Birthday weekend and have not yet processed your registration and hotel reservation, it is not yet too late but if you leave it til the last minute you could be out of luck for accommodation and travel... Full details are now on our Conference Website at :

<http://www.railfed.org.nz/conference/introduction.html>

AGM Agenda, Annual Report and Convenors Reports will be despatched by 4 May.

## ACTIVITIES FOR PARTNERS

PARTNERS ARE MORE THAN WELCOME AT CONFERENCE. IF THEY DON'T WISH TO JOIN IN ON THE CONFERENCE SESSIONS, THE SATURDAY AFTERNOON AND EVENING MYSTERY TRIP WITH THE DINNER TO FOLLOW AT MOSGIEL STATION IS AN OPTION ON OUR REGISTRATION PAGE.

we al so recommend [www.citybus.co.nz](http://www.citybus.co.nz) for sightseeing excursions, or a tour of the cadbury chocolate factory which requires booking at their website or speights brewery tour likewise. BOTH THESE ATTRACTIONS ARE OPEN OVER QUEEN BIRTHDAY WEEKEND. Add in the historic home of ol veston, a trip to Iarnach castle or the early settlers museum if you have time, and if stil l in town MONDAY NIGHT, a dining experience at cabl eways tavern coul d BE JUST THE TICKET..

## ASHBURTON FIRE CLAIMS 'F' VAN 532

In what appears to be a deliberate act of arson, the Ashburton Railway & Preservation Society lost "F" van # 532 of 1931 in a fire at 10.30pm on Weds 11 April. The night was wet, and the culprit appears to have arrived and left by foot.

Our sympathies are extended to our friends at the Plains Railway.



## UPDATED SUPPLIER LIST

Our thanks to Convenor, Bruce Shalders, who has updated the FRONZ suppliers list.  
Did you get your copy in our Broadcast of Friday 13<sup>th</sup> April. ???  
Did you print a copy off for the Workshop and/or Office ?  
For more information, contact the supplier directly, or the Group making the recommendation.



THIS ISSUE OF JOURNAL PUBLISHED BY  
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MAY BE REPRODUCED WITH ACKNOWLEDGEMENT

# Rolling Stock Notice



**RSN No E – 07-017**

Engineering Group  
Level 10, 628 Bourke Street  
Melbourne, Vic 3000  
Phone: (03) 8414 8672  
Fax: (03) 8414 8768

Maintenance Delivery Group  
Level 13, 2-12 Macquarie Street  
Parramatta, NSW 2150  
Phone: (02) 9893 2626  
Fax: (02) 9893 2775

## Warning of Potential Asbestos Material

**Suspect Bogie Side Bearer Fibrous Wear Pads**

**INFORMATION SUPPLIED BY  
PACIFIC NATIONAL, AUSTRALIA**

### Purpose:

This RSN has been issued to alert you to the recent discovery of Chrysotile (White) Asbestos in 'YM' (two piece) bogie side bearer fibrous wear liners. The purpose of this RSN is to describe how you should identify and manage fibrous bogie wear liners.

### Background:

During the early 1990's the material used in the wear liners fitted to the top of the side bearer on the 'YM' (two piece) type bogie was altered to a more durable nylon material and the fibrous wear liners prior to this period were discontinued.

The fibrous liners were manufactured up until 1989 from a "Phenolic Resin Asbestos Laminate" material as detailed on drawing SRA 302-944.

Since that time the nylon style wear liner is the only type available as a replacement for these liners.

Recently, it has been discovered that some old fibrous wear liners fitted to YM bogies may still be present. Primarily these have been discovered in old stored bogies located at bogie overhaul contractors. Currently it is unclear whether or not these liners are still used in operational wagons.

An Industrial Hygienist has been contracted to investigate this issue, as a matter of priority, and will conduct a risk assessment to determine whether there is any potential health and safety risk from these fibrous liners.

The Industrial Hygienist is conducting atmospheric testing at terminals and wagon maintenance workshops.

Testing at maintenance workshops will determine the exposure potential that may be experienced when undertaking bogie removal and side bearer replacement, as well as general air monitoring.

As a precautionary measure to ensure the safety and welfare of all involved staff, an update to the Wagon Maintenance Manual 08-04 has been issued.



## Wear Liner Identification

Nylon type wear plates generally appear as dark grey in colour as indicated in figure 1 or in some cases yellow. These materials will not show evidence of fibers.

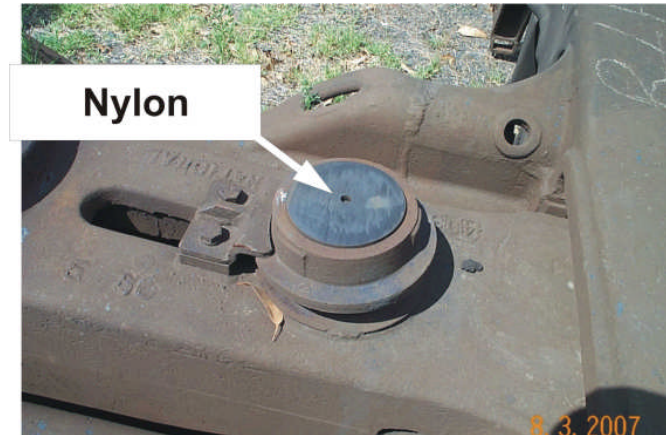


Figure 1.

No special consideration is required for nylon type wear liners and replacement of these can proceed as required by WMM 08-03.

The fibrous type wear liners have a distinctive woven appearance (Cross check) and are generally light gray in colour as indicated in figure 2.



Figure 2

Where fibrous wear liners are found, or where there is any doubt as to the type of liner the procedures outlined in WMM 08-04 are to be followed. WMM 08-04 details the requirements for safe handling of fibrous wear liners.

**Staff must inform their immediate Supervisor or Local Maintenance Manager if they identify a fibrous wear liner or suspected fibrous wear liner.**