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IMPORTANT FRONZ SECRETARIAL NOTICE :

Following the change to the FRONZ Constitution & Rules approved by the 2007 AGM (and subsequently by the Registrar of Incorporated Societies), FRONZ Secretary, Peter McCallum, will shortly be contacting all members requesting they provide FRONZ with a **PRIMARY E-MAIL ADDRESS** for the delivery of **OFFICIAL CORRESPONDENCE** (such as Notices of Meetings, etc.).

This will **NOT** mean that our notification of official Notices will only go to those addresses !

We will continue to tell everybody on our distribution list as we do now, through Broadcasts, JOURNAL or E-mails, but we must ensure that a copy is sent to your primary e-mail address.. If you don't have one, or insist on receiving these official communications by posted hard copy, we will accept that. All you have to do, is complete and return the Notice from Peter when it arrives. Our changed Rule reads as follows >

13 (a) Any Notice required to be given under these Rules may be conveyed either (a) by Post to the member at the Official address last notified by them to the Secretary, or (b) by Electronic Mail to an e-mail address notified by the member as their primary electronic address for such Notices. Preference will be given to electronic addresses where that option is available. In either case a declaration by the Secretary as to the date of despatch of the Notice, together with a copy of such Notice, shall be deemed to comply. The onus of notifying the Secretary of any changes to the Official address, or Primary E-mail address of each member, shall fall to the member. The Federation shall publish an Annual List of members and Official or primary addresses for Notices, to enable members to identify any required corrections."

Copies of the updated FRONZ Constitution & Rules are available on request from pmccall@es.co.nz

SLOW START TO CHARITIES COMMISSION REGISTRATIONS

Congratulations to FRONZ member **Rimutaka Incline Railway Heritage Trust**, who appear to be our first member to register under the new Charities Act. They, and the **Glenbrook Vintage Railway Charitable Trust** appear to be the only FRONZ members yet "onto it", thus preserving their donations as being tax-deductible. The clock is ticking ! Plenty of help is available from the Commission's website : www.charities.govt.nz 600 Charities registered so far. Latest Newsletter available at : www.charities.govt.nz/news/updates/may-2007.htm



PRESIDENT'S PATCH : IS THERE ANYONE THERE ?

FRONZ' efforts on behalf of its members often are challenged by time constraints. Recently we have noted a significant reduction in response times on important messages, where feedback from members is not only desirable, but very necessary in forming our response.

Fact is, we are being given more and more time-constrained "opportunities" to comment on, or participate in, "consultations"; workshops or other activities, and we can't always second-guess our members wishes, (especially when we need to know if you are intending to participate in an event such as training, or an exercise).

If we are to do the very best job we can on your behalf, we must have more timely responses to our requests for your information or opinions. Sometimes waiting for your next Committee or Board meeting means we miss out.

Although there is no time-related pressure on the response to our recent survey of FRONZ conference delegates to help us plan our 2008 conference and give feedback on our recent Dunedin event, it is noticeable that 4 weeks after sending the survey out, no more than **one-third** of delegates had found time to respond to a questionnaire that would have taken less than 10 minutes to complete. (*Thank you to those that did take the time !*)

As one who personally spent many weeks preparing the programme and overheads, and processing the registrations, it is somewhat discouraging that the majority of participants can't give a few minutes of their time back. (those few people not on e-mail are excused !).

I am mindful of the fact that our industry invests some ~ \$ 40,000+ each year in these conferences, and some of this money (probably a lot) comes from individuals, so it is not unreasonable to require some feedback to ensure that FRONZ is providing good value, and to solicit ideas for improvement where possible.

On that matter, it is not too late to respond to the survey even now. Your opinion should count !
If you've misplaced your copy, just ask !

PAUL DILLICAR

BUSINESS INVITED TO SIGN UP FOR GOVT-SPONSORED SENIORS CARD

Businesses are being invited to join the SuperGold Card programme which will offer a range of discounts and concessions to seniors and veterans. The Government-backed scheme will be launched in August and the card will be available to New Zealanders over the age of 65. Businesses participating in the scheme will offer discounts and concessions to cardholders. In turn, they will be offered a variety of opportunities to promote their business to the estimated 540,000 people eligible for the card.

Businesses interested in taking part can call 0508 65 00 00 to register or for more information

<http://www.ms.govt.nz:80/media-information/press-releases/2006/pr-2006-11-11.html>

LTNZ AND YOUR LICENSES

FRONZ has been advised by Land Transport NZ that "all those FRONZ members, who at this point (24 July) have not had their new license approved under the Railways Act 2005, should by now have received a letter advising them that their interim license has been extended for one year, or until they receive a new license once their safety case has been approved".

The debate with LTNZ on the subject of licensing fees rages on, with another meeting (to which FRONZ has been invited) being hosted by the Ministry of Transport on 2nd August. The major "players" (Toll, OnTrack and Veolia) are far from happy with the fees allocated to them and want them reviewed (downwards).

For our part we have pointed out that even a doubling of heritage operator fees would not make any significant difference to the amount the large operators would have to contribute, and that whilst our members have largely accepted the fees as currently charged, that is no invitation to adjust them upwards where no increase in services provided was required.

NEED HELP WITH SIGNALLING, INTERLOCKING, LEVEL XING PROTECTION ?

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Rachel Tucker has generously offered to assist any FRONZ members needing help, or a simple "referee" in her Specialist areas set out in the CV below. Rachel would be prepared to consider travel to your site if suitable. It is great that the spirit of co-operation between a professional and a hobbyist is offered in this way and we thank Rachel for stepping forward.

CURRICULUM VITAE ; RACHEL TUCKER

I am 42 years of age and have been employed by the New Zealand Railways with its subsequent names over the years, which is now called ONTRACK. I have just on 23 years experience in the Railway Engineering Signalling Branch as a Senior Signals Maintainer/Technician in the Christchurch District.

I have been trained in Installation, Testing and Maintenance in the following fields:

Tablet	Mechanical Points and Layouts
Two position Semaphore Signalling	Motorised Points
Two and Three position Colour light Signalling	Track Circuits
Wiring and Cabling	Level Crossings - FLB and HAB types
Signalling Relays	Overhead HV Electric Lines 3.3kV
Signalbox Mechanical and Electrical Locking Frames	GPT, Westrace Interlocking Logic Systems

My passion is in Signalling Engineering Design Circuits of Interlocking for new and existing Installations, which has also become my hobby : designing signalling circuits using relay interlocking and mechanical type Interlocking for Type 14 and 10 McK&H Signalbox lever frames.

I have been a member of the Canterbury Railway Society for about 28 years and I currently hold the positions of Signals Supervisor and Training Officer at Ferrymead Railway. I am also a member of the Pleasant Point Railway Society and carry out Level Crossing installation work and Audit checks for this group. I have also done some Signalling Design work for the Weka Pass Railway Society and have advised several other societies on signalling related matters. If any other persons would like to contact me I am only too willing to advise.

Sincerely,

Rachel Tucker ,,,,,, Home Phone 03 385 5796 ; On site Phone 03 384 9918 E mail xena@inet.net.nz

FUTURE HERITAGE NETWORK RE-LAUNCH COMING

FRONZ Exec member Nigel Hogg, with help from new Exec member Graham Anderson, is putting the finishing touches to a revamp and re-launch of our FHN Project which aims to use modern techniques to encourage young computer-savvy people to join the ranks of heritage railway volunteers.

Watch out for an announcement expected in our September edition of JOURNAL.

FRONZ 2008 CONFERENCE

This year's AGM endorsed a recommendation that **HAMILTON** be the venue for the 2008 FRONZ Conference (Friday 30 May to Mon 2 June). The principal host will be the Bush Tramway Club.

Planning is already underway and we propose to run a Coach from Auckland mid-morning Friday (allowing travel time) to run via Waikino (Goldfields Railway & Victoria Battery Tramway) arriving in Hamilton on Friday evening. On Monday the coach would return to Auckland via Bush Tramway at Pukemiro, arriving late afternoon in time for delegates to fly home.

SAFETY ALERTS

VOLUNTEER GUARD KILLED WHEN COUPLING UP ON GWILI RAILWAY, WALES

The UK Rail Accident Investigation Branch (RAIB) recently released its report into a July 2006 shunting accident on the Gwili Railway, Wales, which resulted in the death of a volunteer guard. The person became trapped between two carriages as they were being coupled together at Bronwydd Arms station. The RAIB report (36 pages) can be accessed at:

http://www.raib.gov.uk/publications/investigation_reports/reports_2007/report222007.cfm

The report lists the immediate causes and contributory factors as:

- A misunderstanding of the shunting hand signals between the driver and fireman.
- The guard stepping into the gap between the carriages to undertake a task in the belief that they would not move.
- The guard had acted as the shunter earlier and may have had the impression that he retained this responsibility.
- The fireman when taking over the duties of shunter, had not positively advised the guard and received acknowledgement.
- Lack of operational supervision on the day.
- A custom and practice of volunteers multi-tasking and helping each other in safety critical activities without coming to a clear understanding of their limits.

Key Messages:

- The inherent dangers in our activities, in particular shunting rolling stock, must never be under-estimated.
- Clear communication between workers is vital especially who is in control of shunting movements.
- Hand signals must be clearly given and consistently in accord with the railway's rules and that variations in use should not be allowed to creep in over time.

Recommended Actions:

- The RAIB Report should be read by all members and workers at your railway or tramway regardless of their position.
- Every rail operator should review their procedures for the allocation of shunting duties with a particular emphasis on communicating any changes of duty to all people involved.
- A review of hand signaling practices should be undertaken at each railway to ensure that they are compliant with the railway's documented rules and procedures.

Dr David Black writes >

I do not consider that the critical age is 65, all other things being equal. My experience in aviation is that many people around 70 are still performing very well but after 75 it gets much more difficult. So if there was to be a compulsory age of retiring signalmen and drivers working alone, it should be 75. I would still support a case by case basis, as is done in aviation.

David is available for advice on drblack@tui.net.nz

LEADING BOGIE DERAILED DURING REVERSAL OF POINTS AT MID-HANTS RAILWAY, U.K.

At approximately 11:15 hrs on Tuesday 25 July 2006, the leading bogie of the 10:50 hrs MHR service from Alton to Alresford derailed on No.4 points approaching Ropley station. The immediate cause of the accident was the reversal of No.4 points at Ropley by the signalman at the time that the leading wheel of the 10:50 hrs service from Alton to Alresford was passing over them. See

http://www.raib.gov.uk/cms_resources/070621_R202007_Ropley.pdf

The causal factors were:

- * Momentary confusion by the signalman regarding the exact location of the 10:50 hrs service from Alton to Alresford.
- * The lack of train detection and associated interlocking on No.4 points which allowed the points to be moved under a train.

The contributory factors were:

- * The intended use of a member of platform staff to receive the token from the driver of the 10:50 hrs service from Alton to Alresford which was a departure from normal practice.
- * The absence of any conditions relating to the time over which temporary signaling arrangements at Ropley could remain in force in the original approval of them by the Railway Inspectorate in 1983.
- * The delay in installing and commissioning the new signal box and signaling at Ropley.

Additional observations

- * The MHRPLC did not ensure that staff who were to be subject to drugs and alcohol screening remained on site until the testing was complete.
- * The MHRPLC is not compliant with all aspects of its safety management system.
- * The potential exists for a derailment to occur at Medstead under circumstances similar to those that caused the derailment at Ropley on 25 July 2006.
- * The advice provided to the *Heritage Railway Association* (HRA) by the Office of Rail Regulation (Her Majesty's Railway Inspectorate) (ORR (HMRI)) with regard to the competence and medical fitness of staff and volunteers aged 65 and over should be made available to all companies operating heritage railways as soon as possible to enable those operators to reflect its provisions within their safety management systems, as appropriate [see comment here from FRONZ Occupational Health specialist Dr David Black](#).

Recommendations

Recommendations relate to the following areas:

- * the provision of train detection on No.4 points at Ropley station and on the points at the north end of Medstead and Four Marks station.
- * the use of staff other than signalmen to perform duties associated with the operation of the *electric token block system*.
- * specific elements of the MHRPLC safety management system including drugs and alcohol testing procedures and the standard on signaling.
- * guidance to heritage railway operators on competence and medical standards for staff performing *safety critical work*

EXTRA \$ 50 MILLION LOTTERIES GRANTS AVAILABLE

Lottery profits are up and communities across the country will benefit, Internal Affairs Minister and Lottery Grants Board Presiding Member Rick Barker said today. (23 / 7 / 2007)

"The New Zealand Lottery Grants Board will distribute over \$171 million to the community and statutory bodies in the coming year - almost \$50 million more than last year," said Rick Barker.

"The increase in lottery profits has also enabled the Lottery Grants Board to award approximately \$24 million in one-off allocations for 2007-08.

"It's an excellent partnership: the New Zealand Lotteries Commission makes the profits and the independent Lottery Grants Board allocates the funding to three statutory bodies and through its distribution committees," said Rick Barker.

Creative New Zealand, the New Zealand Film Commission (including funding for the New Zealand Film Archive), and Sport and Recreation New Zealand will together receive an extra one-off amount of \$15.75 million additional to their allocation of \$63.34 million for 2007-08.

Lottery distribution committees will receive \$84.16 million. \$43.34 million will go to the Lottery Community Committees for grants to community groups. This is an increase of over \$5 million on the funding provided in 2006-07.

An amount of \$40.81 million, an increase of \$16.20 million, is allocated to the specialist distribution committees (Lottery Environment and Heritage, Community Facilities Fund, Health Research, Marae Heritage and Facilities, Outdoor Safety and the Minister's Discretionary Fund). This includes a \$5 million boost goes to the recently reactivated Lottery Community Facilities Fund for 2007-08 bringing the total available for capital works to \$13 million.

An additional one-off extra allocation of \$4.5 million has been made to the Lottery Outdoor Safety Committee. Further one-off funding totalling \$3.88 million is to be allocated to Lottery Health Research, Auckland Community and Wellington/Wairarapa Community Committee.

For more information on lottery grants visit www.dia.govt.nz or call freephone 0800 824 824

PLEASANT POINT TO RECALL CLOSURE OF FAIRLIE BRANCH

We have been advised by the **Pleasant Point Railway & Historical Society** of plans to recall the day the Fairlie Branch closed and gave rise to their project. The date will be Saturday 1st March 2008.

General Manager, Lloyd Robertson writes : "Apart from the Railway aspect we hope to have various other activities including vintage cars and traction engines. Commencing at 1030 we shall have D16 and Ab699 both in steam running a passenger shuttle service from Pleasant Point station.

Throughout the day (possibly one morning and one afternoon) for photo runs we will have Ab699 with freight train and red van running. If possible at nightfall we shall do two night runs with Ab699 and passenger cars all illuminated.

We would like to extend a warm welcome to members of other groups".. Mark your calendars !



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