



JOURNAL

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TAIHAPE ROTARY CLUB JOINS FRONZ

The FRONZ Executive have unanimously approved an application for membership from Taihape Rotary Club Inc. The club has been almost solely responsible for the re-installation of a turntable in the town – a very handy break in an otherwise long section of 165 kms without one, between Ohakune & Feilding.

Our picture shows Mainline Steam's 4-8-2 "J" 1211 on the restored Taihape Turntable during a special schools charter run for TranzScenic. Photo: Len Chisholm.

The turntable operates under ONTRACK's RS license.



ROTARY SIGN AS ATTACHED

Photo : Len Chisholm

FRONZ ANNOUNCES RADIO CHANNEL FOR MEMBERS' USE

The FRONZ Executive advises the establishment of a radio channel suitable for voice communications use by FRONZ member groups on their railway / tramway sites throughout New Zealand. This E-Band (150 - 156 MHz) Simplex radio channel will be available to all FRONZ members (if paid-up members of FRONZ) at **NO COST**, and will suit particularly those "non-mainline operator" groups who have a need for voice radio communications about their railway / tramway sites.

The details of the use of the radio channel, is outlined as follows:

1) the radio channel is licensed in the name of FRONZ, and is intended for use by all (current financial) FRONZ member groups. So long as your membership remains paid the channel will be provided free of charge.

2) the radio channel is licensed "New Zealand-wide" and should be suitable for use by all FRONZ groups at all railway / tramway sites, particularly in the main cities as well as other regions;

3) the radio channel is NOT an "exclusive use" licence, but the other existing licence-holders are mainly in areas away from established FRONZ member group sites so there should not be any general user interference. Note: there is no guarantee that other (non-FRONZ member) users will not be licensed to use this channel in the future, but such new licenced-users would normally be chosen to be in other areas so as to minimise interference to existing users;

4) should short-term shared radio channel usage with other users (i.e. FRONZ member groups and / or non-FRONZ users) be required, then the use of "appropriate" radio voice communication procedures should cover this eventuality. In any event, "appropriate" radio voice communication procedures (i.e. the use of call-signs, etc.) should be used at all times;

5) the FRONZ licenced radio channel, is an E-Band (150 - 156 MHz) "Narrow-band (12.5 kHz bandwidth)" radio channel, suitable for point-to-point Simplex voice communications over distances of approximately 2-3 km maximum. Note: this radio channel is not suitable / not licensed for a 2-frequency radio-repeater type of operation, and older-style "Wide-band (i.e. 25 kHz bandwidth)" radio transceivers shall not be used on this channel. Also, new E-Band Simplex "Wide-band" radio channels are no longer able to be licensed from the Radio Spectrum Management group of MoED;

6) FRONZ member user-groups are required to "register" with the FRONZ Operational Communications Convenor, their intention to use this FRONZ radio channel, the location of the intended usage, and the maximum number of radio transceivers they are intending to use. For the present time, please email using <g_s.clover@clear.net.nz>;

7) the FRONZ Operational Communications Convenor will advise the groups of the particulars of the FRONZ Simplex radio channel, and confirm the technical requirements of the radio transceivers able to be used on the channel;

8) FRONZ member user-groups are required to supply and maintain at their own cost the applicable type of radio transceivers for use on this radio channel (namely "Narrow-band - 12.5 kHz bandwidth" and of maximum transmit power 5W EIRP, etc.). Tone-calling (i.e. CTCSS) has not been registered for this channel and at the present time is not a requirement;

9) as the radio license is in the name of FRONZ, FRONZ retains the right to monitor the technical conditions of use of the radio channel (so that the license conditions are not exceeded).

10) FRONZ member groups with existing E-Band Simplex radio channel licenses (Bush Tramway / Waitara / Oamaru) are welcome to continue to use their existing radio channels, or they can consider changing to using the new FRONZ Simplex channel, as they wish. Also, should this FRONZ radio channel not suit particularly existing and soon intending "Mainline Operator" groups, they may prefer to make other arrangements to suit the Ontrack National Rail Network radio communications requirement for Heritage Operators to have access to a separate (non-Ontrack) Simplex channel for their own use - they should contact the FRONZ Operational Communications Convenor to discuss the matter further.



CONVENOR : NETWORK OPERATIONS COMMUNICATIONS & DATA RECORDERS

Graeme Clover : 15 Tawa Tce., Porirua

g-s.clover@clear.net.nz

Home phone : (04) 232 6810



GOVERNMENT SPEAK : A ROUND-UP FROM THE BUREAUCRACY

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CHARITIES COMMISSION : Latest advice is that it is currently taking over 3 MONTHS (14 weeks) to process incoming applications for registration. That's just for straight-forward applications that don't require further information or are not complex by nature !. If you intend to register we suggest you pull out all the stops to ensure your tax-free status is not affected.

ACCIDENT COMPENSATION LEVIES : Consultation (closing on October 10th ! is underway over proposals to increase some of these levies. In particular motor vehicle licensing ACC levies are planned to rise from the current \$ 204.78 to \$ 254.63 – an increase of nearly \$ 50 or 24%. For details see <http://www.acc.co.nz/levies-and-cover/levy-consultation-2008-09/index.htm>

UNSOLICITED ELECTRONIC MESSAGES ACT : Some members have sought clarification on the new laws and we felt this summary from law firm Dominion Law would be helpful :
The Unsolicited Electronic Messages Act 2007
As of 5 September 2007 it will be illegal to send unsolicited commercial electronic messages (spam) with a New Zealand link (i.e. messages sent to, from or within New Zealand).

SPAM CHECKLIST : An email is only spam if it fits both of these criteria

Is your email commercial? > Commercial = marketing or promoting goods, services or land, or directing the recipient to a location where a commercial transaction can take place (such as a website).

Is your email unsolicited? > Unsolicited = An unsolicited message is one that the recipient has not consented to receive.

There are three steps to follow:

Step 1-CONSENT You need the consent of the email recipient in order to send them email messages

Express - Direct indication that it is okay to send messages. Can be gained by: filling in a paper form, ticking a box on a website, a phone or face-to-face conversation. Businesses should keep a record of consent. It is advisable to verify that consent has come from the holder of the electronic address. This can be done by requesting recipient reply to confirm.

Inferred - The person you wish to contact has not directly instructed you to send them a message, but it is still clear that there is a reasonable expectation that messages will be sent i.e. address holder provided their email address when purchasing goods and services in the general expectation there will be follow-up communication, or swapping business cards.

Deemed - Someone conspicuously publishes their work related electronic address or mobile number (i.e. on a website, brochure or magazine). If the publication includes statement that the person does not want to receive spam at that address, consent cannot be deemed. REMEMBER: The onus is on you as the sender to prove consent.

STEP 2-IDENTIFY Commercial emails must always clearly identify the business responsible for sending the message and how they can be contacted.

- * Identify you as the sender;
- * Identify how you can be contacted;
- * Details must be likely to be accurate for 30 days.

STEP 3-UNSUBSCRIBE Commercial emails must contain a functioning unsubscribe facility.

- * FREE of charge
- * Clear and conspicuous
- * Functional for at least 30 days
- * Able to be sent using the same method of communication
- * Actioned within five working days

CLIMATE CHANGE RESPONSE WILL AFFECT US ALL

The government has unveiled its plans to arrest climate change. The measures are expected to save the planet - but will hit our wallets, and appear to have cross-party support from almost all MPs which means the passage of the required legislation could be quite quick.

Here at FRONZ we are still absorbing the many press releases and associated statements and will be watching for any likely impact from the measures. It is difficult to run heritage or tourist railways without burning fossil fuels and together with compliance cost increases over the last few years it may put our activities beyond the reach of our customers ability or desire to pay. Please take any opportunity you can to talk to your local MP about the impact on your heritage railway. Under the carbon emissions trading scheme, all industries will have their greenhouse emissions capped. If the cap is breached, the business will have to buy carbon credits. Transport liquid fossil fuels will be subject to new taxes from January 2009. Coal later. We refer members to <http://www.climatechange.govt.nz/>.

FRONZ ADDRESS LIST :

An important note has been POSTED to all FRONZ member organisations seeking confirmation of their PRIMARY address. In accordance with our CONSTITUTION & RULES which were amended at Conference 2007, we are now able to despatch formal Notices to E-Mail addresses where this has been sanctioned by the member. The letters are addressed to each Secretary and your co-operation in completing and returning these at an early date would be much appreciated. A new Address Book will be made available to all when this task is completed.

DIGITAL REALITIES - COMMUNITIES, CONVERGENCE AND SUSTAINABILITY

The Conference Programme is on the website NOW! Check http://ndfnatlib.govt.nz/about/projects.htm#_ndf2007

The EARLY BIRD date is 7 October 5.00pm! SAVE \$50.00 AND REGISTER ONLINE TODAY.

National Digital Forum 2007, Wellington Convention Centre: Thursday 29 November, Friday 30 November 2007, to be followed by a National Services Te Paerangi (NSTP) 'Un-Conference Day' on Saturday 1 December. Join us at The Wellington Convention Centre as we consider the digital realities for museums, archives, art galleries, libraries and other institutions working to enhance access to New Zealand's culture and heritage.

"Digital realities: communities, convergence and sustainability" is the theme for NDF 2007. It's time to get real about what we have been doing, who we are doing it for, and how to ensure that what we do today will be accessible and relevant tomorrow. Communities will be a focus, from educators and learners to our Pacific neighbours... what end-user communities are out there, how are they using digital cultural heritage content, and is it meeting their needs?

Speakers will also provide insight into the range of new digital products, services and opportunities that arise when the worlds of entertainment, computing and communications combine; and will consider the sustainability of our digital content.

Visit the National Digital Forum website for online registration, information and other details

http://ndfnatlib.govt.nz/about/projects.htm#_ndf2007

Organiser of the NDF 2007 Conference:

Roel Verschueren

Paardekooper and Associates

P O Box 41 002

52 Waitohu Rd, York Bay Eastbourne, WELLINGTON

Phone + 64 4 568 4576

Email events@paardekooper.co.nz

Web http://ndf.natlib.govt.nz/about/projects.htm#_ndf2007

WINNER !

FRONZ member, **WELLINGTON CABLE CAR MUSEUM**, has won its second consecutive tourism award at the 2007 Tourism Industry Awards. The museum won the culture and heritage subcategory at the awards in Auckland in a field of winners mostly from Auckland. It is the second year the museum has won the award. Wellington Museums Trust chief executive John Gilberthorpe said the fact that the museum won last year at its first time of entry recognised the hard work put into developing it since its opening in 2000. "With previous winners of this category including Otago Museum and Rotorua Museum, we're obviously thrilled that a boutique museum like ours can cut it with the big guns," he said. The museum attracts more than 200,000 visitors a year, second only to the Museum of New Zealand, Te Papa, in visitor numbers, with at least 70 per cent being international tourists over the summer season. The Museum featured in the July issue of FRONZ "PLATFORM". We offer our sincere congratulations to the Cable Car Museum for this stunning double.

WANTED : SAND TRAP VALVE

ASHBURTON RAILWAY PRESERVATION SOCIETY have recommenced the rebuild of JA 1260 and require a sand trap valve, as illustrated, for the loco.

Offers or further enquiries to David Oakley theoakleys@xtra.co.nz

or Dennis Harris at ARPS dendaph@actrix.gen.nz



SAFETY REPORT : UK : COLLISION AT SWANAGE STATION

The RAIB has released its report into a collision on SWANAGE RAILWAY in November 2006 when an *engineer's train* entered platform 2 at Swanage and collided with a rake of carriages that were stabled there. The locomotive and one carriage sustained damage to the buffers and surrounding bodywork. The immediate cause was the locomotive driver did not register the signalled route of the train when he checked the signal before starting the train move. A causal factor was that the driver controlled the locomotive from the rear cab. Among other recommendations the RAIB suggested that whenever possible shunting moves are driven from the leading cab of the (diesel) locomotive and a system that informs staff that trains are not to be moved whilst work such as maintenance or interior cleaning is being carried out on them. The report can be found on the RAIB website http://www.raib.gov.uk/cms_resources/070913_R352007_%20Swanage.pdf

ROLLING STOCK REGISTER

It is only now that we are getting the last lists in, that David Maciulaitis is able to complete the FRONZ Rolling Stock survey which uses information collected from our members.

A reminder PLEASE : If you acquire new vehicles from somewhere (like recent purchases of surplus ONTRACK Ballast wagons for example), or if you change the status of a vehicle by taking it out of service or restoring it into traffic, a quick note to David would be appreciated to allow him to update records. Remember, if we maintain accurate records, we do not need to bother you when politicians or others hearing our submissions want information on the activities or size of our member organisations or industry.

David can be contacted at nzsteam@hotmail.com and his excellent rolling stock and locomotive register is found at <http://www.maciulaitis.com/nzrolling/index.html>

FRONZ PUBLIC LIABILITY INSURANCE POLICY

A reminder that coverage under our PLI policy is **NOT** automatic. Just because you are a FRONZ member, you are **NOT** covered unless you have provided the details of your organisation required by our Broker **AND** received their confirmation that you are covered. If you want to check your status, contact our Convenor, Henry Brittain on henry.brittain@xtra.co.nz FRONZ does not get involved in insurances other than PLI. We are happy to put members in touch with our Broker if they wish to get quotes or advice on other policy types.

FUTURE HERITAGE NETWORK RE-LAUNCH

Although we had aimed to have something out to you about this re-launch last month, various absences and pressure on the leader (s) has conspired against us. We now expect to make an announcement next month. Our apologies.

MORE "THOMAS" TOYS RECALLED : Do you have stocks to return ?

NZPA Friday 28 September

Thomas the Tank Engine is at it again as mass recalls of Chinese-made toys continues. The New Zealand recall involves three items in the Learning Curve-branded Thomas & Friends Wooden Railway System may contain lead paint and should be returned, manufacturer RC2 said today. The announcement comes after RC2 recalled 1.5 million Learning Curve products world-wide in June. The earlier recall also involved Thomas the Tank Engine products containing lead paint. Barbie manufacturer Mattell recalled millions of toys world-wide in August and September because of lead paint concerns, sparking global headlines. **RC2 has asked retailers to remove the affected Learning Curve products from circulation and display immediately.** An RC2 press release said "there had been no incidents or injuries reported in any country (and) the recall is being actioned to maintain the highest quality standards and in the interests of public safety". Lead was found in surface paint of select engines and components of the recalled lines. Excess lead paint levels can be harmful to young children. The defects were discovered during a recent "internal audit" of the company's product, RC2 said. Consumers who have purchased one of the affected toys could return the affected parts to NZ agents Thos Holdsworth and Sons Ltd for a full replacement. The affected products are:

Toad Vehicle with Brake Lever – Only those Toad vehicles with the Tracking Code 16560W00 marked on the underside of the vehicle are affected.

Deluxe Cranky the Crane Set (olive green sodor cargo box) – The Cargo Box can be identified by the absence of a Tracking Code on the underside.

Brendam Fishing Dock Set (all Black Cargo Car) – the Cargo Car is identified, either by the absence of a tracking code on the underside, or it will contain one of the following codes: 26833i, 28233i, 23243i00, 24634i00, 25343i00, 27443i00, 32043i00, 34743i00, 01553i00, 04553i00, 13353i00, 14753i00, 15453i00, 18353i00. Note: All Black Cargo Cars from other sets are safe and not involved in the recall. Further info > **Thomas Holdsworth & Sons Ltd on 0800 801 939.**

TAIERI GORGE RAILWAY PASSENGER CARRIAGE FLEET CHANGES

1 October 2007

PRESS RELEASE



The Board of Taieri Gorge Railway announces today the successful purchase of 11 passenger carriages from Tranz Scenic. Chairman, Mr John Farry, says this is the most significant purchase ever made by Taieri Gorge Railway and allows the company to increase service standards and the frequency and routing of services at a critical time in the growth of the company, and at a significant time in the development of tourism services in Dunedin City.

Carriages suitable for access through the narrow tunnels on the Taieri Gorge line only become available on very rare occasions. The company needed to consider where it would be in 10 years time, and with capacity being pushed at certain times of the year, it was clear that additional carriages would be required.

The carriages have recently been used on Tranz Scenic's Wairarapa services and have been acquired through a successful tender bid. Chief Executive, Mr Murray Bond, says the carriages are somewhat larger than the older carriages we currently own and will allow a significant increase in passenger loadings on critical days in the peak summer period and on cruise ship days. Taieri Gorge Railway has been well aware for some time of the enormous growth in the cruise ship market over the 2007-2009 period and wanted to lead the way in providing infrastructure to cope with this demand. Failure of Dunedin operators to cope with this increased demand could result in some cruise ships dropping Dunedin visits from their schedules and this would have a significant negative impact on the city which we need to avoid.

Mr Bond added that Taieri Gorge Railway was looking at increasing service frequency to Middlemarch primarily to cater for the rapidly growing Otago Central Rail Trail market, and also to Palmerston to promote this spectacular coastal scenic route and to develop the trip into a stand alone tourism product. We are also considering introducing occasional excursion trips to Oamaru. All of these strategic developments would require additional carriages and seating capacity so the carriage tender came along at exactly the right time for the company.

The carriages would allow the company to increase service standards as well, Mr Bond said. These carriages will have better comfort and spatial standards and we will develop some of the carriages in order to provide additional catering and disabled access services. While most of the carriages would replace existing older carriages, we are aware of the need to retain the character of Taieri Gorge services so well known around the country, therefore we intend to construct outside viewing platforms on many of the new carriages in order to retain this unique aspect of our trips not offered by other railways.

There has been no decision made on how many older wooden carriages the company will dispose of but we are likely to retain some of these to retain our heritage reputation on some services. Other carriages will be sold as - is on the condition that they are retained in active service as part of the heritage railway fleet of NZ.

Commissioning of the new carriages will take some time because of the maintenance and development work required to each carriage, but the company hopes to bring at least 3 carriages into service each year so as to meet demand growth deadlines as they occur in successive tourist and cruise ship seasons.

Murray Bond
CHIEF EXECUTIVE



TUNNEL TESTING

Tranz Scenic car A 2242 was used to test tunnel clearances on the Taieri Gorge Railway in December 2006. Photo: D L A Turner

NEW RAIL REGULATOR APPOINTED AT LTNZ

A new Rail Regulator has been appointed to replace Glen Summers who recently took early retirement. Writing an exclusive introduction for FRONZ, **John Olroyd** had this to say :

"I took up the position of National Manager Rail Regulation at Land Transport NZ a couple of weeks ago and I'm currently climbing a steep learning curve as I get to grips with the rail sector (a new experience for me) and the role of Land Transport NZ within it.

If I was to characterise my background and experience then it would be as a generalist with a focus on the regulatory sector and an inclination towards strategic development and programme management and implementation. I have experience both in the broad regulatory sector, having worked as an independent contractor/consultant for a number of regulatory government agencies, and in performance auditing, having worked for the Auditors-General of both New Zealand and Australia. I have also had general and policy management experience in both the public and private sectors.

It is an exciting time to be joining the rail industry, with the increasing focus being given to sustainability and passenger transport issues, and a significant investment programme being undertaken to upgrade rail vehicles and infrastructure in Wellington and Auckland. I am keen to better understand and develop Land Transport NZ's role as rail regulator, within the context of the co-regulatory framework, and work with all rail participants to build better understanding and acceptance of rail as a preferred transport mode.

I recognise the importance of FRONZ within the rail sector and am looking forward to meeting, and working with, its many members over the coming years.

Kind regards

John Oldroyd, National Manager Rail Regulation

Direct: 04 931 8833

Mobile: 021 368 750

FULL CIRCLE ? :

Two EO locos formerly stored at Picton and ex Otira Tunnel electrification, together with an EE EMU set from Ferrymead have recently ventured back into the picture as power for the somewhat stretched Wellington commuter services, at least until new EMUs to be ordered from Rotem-Mitsui arrive in traffic. The Ferrymead EMUs are still under assessment and negotiation. It is proposed two EOs will haul a push-pull dedicated 6-car BR set to Upper Hutt. Other FRONZ members are said to be eyeing up the possibilities with heritage carriage fleets and steam locos all contributing to the dreamy looks in the eyes of un-named Treasurers of heritage rail organisations.

EO 45 & 74 arrive from Picton : 1/10/07 : Marty Melville



EE EMUs leave Ferrymead for Linwood July 07 : Colin Dash



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