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CELEBRATING A CENTURY

The re-run of the Parliamentary Special of 1908 which inaugurated rail travel between Wellington and Auckland on the North Island Main Trunk, is not just a celebration of that

historic event, but also, a triumph for those rail heritage organisations and people who contributed so much to ensure that it could happen. For me, it was more than the opportunity to take part in, and witness, a rare and historic event... it also seemed to epitomise the very essence of what a few of us believed was possible, when we got this organisation started, back in 1972.

Knowing what I do about the collaboration and co-operation which successfully saw this massive event carried out over the 3-day journey August 6 to 8th, it is impossible to overlook the lengths many, once disparate groups of people went to, to assist the OnTrack sponsors to pull it all off. To all of you and your teams, I offer my sincere congratulations. I trust you were all as proud of your achievements as you watched the event unfold, as I was to confirm to the disbelievers, that organised rail heritage in New Zealand, has well and truly got its act together.

Paul Dillicar



2008 NIMT PARLIAMENTARY SPECIAL



Tim Dawber captured JA 1271 hauling the 2008 Parliamentary Special just south of Otaki 6 August 08



KA 942 with the 2008 Parliamentary Special is seen at another community stop-over at National Park 7.8.08
Photo : Paul Dillicar

THE 2008 PARLIAMENTARY SPECIAL : UNPRECEDENTED CO-OPERATION BETWEEN FRONZ MEMBERS PREVAILS : THE EVIDENCE

I believe it well worth sharing just a few of the messages that crossed my desk in the last 10 days prior to the running of the Parliamentary Special over the period August 6th to 8th, to illustrate my delight at the levels of co-operation and assistance which some of our members went to, in order to get this wonderful event underway as scheduled.

L 509

From: JASON DURRY AT SILVER STREAM RAILWAY Date: Tue, 29 July 2008 > L509 was officially signed off at the Heritage Technical Committee's meeting yesterday morning as being fit to operate on the PS next week. > We still have a few minor things to do to finish it off before it > leaves SSR on Sunday morning bound for Ohakune. I will upload some photos of our load test runs yesterday. A HUGE thank you to Russell Wiseman and the team at Feilding for lending us their 8" compressor off F163. Our overhauled compressor was feeling slightly asthmatic so a decision was made late Friday night to swap it over. Leaving Wellington just after 4am arriving at Feilding just on half 6 the compressor was loaded into the Ute by 7 and bolted up and running on the L before Grant Hjorth's arrival just after 10. Also we must thank MOTAT for the loan of their headlight and a set of side rod bearings. The new brass dome cover is going to be fitted this week.> > Best of luck to Motat with 507.> > Jason

L 507

FROM GRAHAM ANDERSON AT MOTAT 28 JULY 2009 Unfortunately the restoration of L507 suffered a setback over the weekend when it was found that a major casting on the dry-pipe was badly corroded and completely un-useable. This component is normally very inaccessible (and thus difficult to inspect) and was previously believed to be in fair shape (it was in use until not that long ago and had never given any trouble). We have fortunately been able to remove the part in question (not an easy task as it is on a very tight taper joint within the base of the steam dome), and are now endeavouring to have a replacement made at very short notice. We have a promising lead in this department so I'm quite optimistic that this can be achieved, but should also caution that with time obviously very limited even the smallest delay with this will have unfortunate consequences.

The part in question presses onto a taper on the dry pipe, and the other section bolts on top which contains the seat for the regulator. Do any of you know whether a pattern for this part exists anywhere (or any spare castings, for that matter...)? Keep in mind also that not all 'F' type boilers have the same dry pipe arrangement either- F180's one is completely different... Drop me an email directly if you have any suggestions.

...On a better note, work on L507 has proceeded well over the last few weeks thanks to a mammoth effort put in to the project by a great many people. Grant Hjorth visited us this morning to do the first part of his inspection of the locomotive with promising results (thanks, Grant!) If the boiler issue can be resolved we should have no problem in achieving our goals for the parliamentary special.

Fingers crossed for a good outcome. Cheers, Graham.

FROM MICHAEL TOLICH AT MAINLINE STEAM AUCKLAND ON 29 JULY 2009 "As this is posted Mainline Steam Auckland is attempting to make a whole new piece from scratch. Progress is being made so keep those fingers crossed.. Michael

FROM GRAHAM ANDERSON AT MOTAT 01 AUGUST NEAR MIDNIGHT "You'll all be pleased to hear that L507 was successfully steamed this evening. There are still plenty of things to do, but these are all of a fairly straightforward nature and should easily be completed over the next couple of days. Most pleasingly all the bit's I'd worried about worked without any problems- brake pump, steam brake, regulator, dry pipe, etc. Thanks again Grant, Ian and your team at MAINLINE STEAM for your assistance with the dry pipe- it's done the job perfectly (we only had to alter the packers which adjust the regulator travel). Ken Pointon and his team from our Steam Section at MOTAT also put in a great effort, as did Dave Lee and Nigel from the Tramway (supplementing the incredible amount of work my guys have been doing at the moment, of course). Thanks also to Ian C. who arranged the extra couple of days we've now got to get the loco to Ohakune. Cheers, Graham.

In addition to the two "L"s, similar co-operation was evident in respect of other vehicles on the train. In particular the Glenbrook Vintage Railway especially rescheduled their normal Winter maintenance work to dig 50 foot-van F 394 out of storage of at least 30 years, and overhaul it to Network Standards in less than 2 months. Out-shopped in Pullman Green (Resene Paints "Karakara") the vehicle left GVR on 31 July for Wellington, towed in tandem with Steam Inc's DA 1431 which was returning to their Paekakariki base. At that depot, Steam Inc. who were lead Operator for the Parliamentary Special, had assembled a "Pullman Green" -repainted and upgraded fleet of their own vehicles as well as attending to Ja 1271 for its key role. They were also able to find time to assist with springs for Mainline Steam to complete their first carriage Aa 1013 (another rebuilt survivor of the first Parliamentary Special 100 years ago). Taieri Gorge Railway allocated time for Peter McCallum to fully Peer Review and inspect 1013 at Plimmerton so it could be signed off by the Heritage Technical Committee in time to participate. And what a grand job the restorers of 1013 have done ! Similarly at Plimmerton, the Mainline Steam team was busy finishing off Ka 942's much-anticipated return to service for a big role on the Special, and their Auckland team were tending to Ja 1275 for her 8th August role on the Hamilton to Auckland leg. Mainline's Engineering Manager, Grant Hjorth drew the straw to inspect and approve the two L's into service ahead of the Heritage Technical Committee's meeting which he Chaired on 28 July.. Meanwhile in Feilding, the team there were able to complete essential repairs to Wab 794 ahead of its role on the Parliamentary Special. 794 had been out of service for this work over a few weeks, during which time Mainline Steam helpfully contributed J 1211 to run the "Overlander" duties that the Wab had been booked for. GVR also contributed spreader bars for coupling locos with long cowcatchers and provided Feilding with a drop grate for Wab 794.

Of course this is not the first time that there has been inter-Group co-operation and this phenomenon (despite the nay-sayers) has been growing over several decades. But the extent of it has never reached these proportions. As I observed to my FRONZ Executive colleagues, I believe the rail heritage movement in New Zealand has now well and truly demonstrated that it has reached the potential that we envisaged was possible when we started out to form this Federation 36 years ago.

Paul Dillicar



L 509, L 507 and WAB 794 haul the 2008 Parliamentary Special across the Makatote Viaduct. It was déjà vu for the two veteran L's which had hauled the 1st Parliamentary special 100 years ago. Photo : Paul Dillicar



Last vehicle on the 2008 Parliamentary Special is AA1013 which also ran on the 1908 special. Hamilton: R Flynn



KiwiRail DX 5143 hauled the 2008 Parliamentary Special into Auckland's Britomart Station from Penrose 8 August. Paul Dillicar

2008 NIMT PARLIAMENTARY SPECIAL : THE AFTERMATH

Following the completion of the 3-day journey by the 2008 Parliamentary Special I was asked by OnTrack Chair, Cam Moore, to express his appreciation to all the heritage groups who participated in the running of the event. That it was an unmitigated success was obvious. The enjoyment and focus on rail which the train brought to hundreds of thousands of onlookers en route, was an obvious sign of public affection for heritage rail and rail in general. It comes as no surprise to learn that recent polls show a majority of people support the Government's buy-back of rail operations.

Supportive comments and congratulations to the operators also came from OnTrack's Chief Executive William Peet, and a very-involved OnTrack Manager of Codes and Standards, Ian Cotton, who landed the job of managing the operation for the company. Ian noted that the determination for success and the spirit of co-operation between the FRONZ member organisations was a stunning revelation of a very mature heritage rail movement. Well Done !

OUR GLOBAL HERITAGE RAIL PARTNERS

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FRONZ FURTHER EXPANDS ITS INTERNATIONAL LINKS

During my July "vacation" in the western USA, I took the opportunity to meet with representatives of both ARM (Association of Railroad Museums) and TRAIN (Tourist Railway Association Inc). I am a firm believer in the need for international co-operation to stay abreast of issues which might otherwise take us by surprise, and to expand and learn from our global partners. As we have demonstrated through existing relationships with "affiliates" in Australia, the UK, Europe and South Africa, this need not be an expensive exercise, based simply on a shake of the hand and the Agreement of linked partners to exchange new publications and to answer occasional electronic correspondence.



TRAIN USA is a nonprofit corporation serving its members, railroads, railway museums, clubs, tourist railroads, product and services suppliers, railroad publishers, private car owners, excursion operators, and all others interested in tourist railways. See <http://www.traininc.org/index.html>

I first started exploring a loose affiliation between FRONZ and TRAIN with Dan Ranger, their affable Executive Director, about a year or so ago. Dan is well known in the heritage and tourist rail industry in the USA and has lived and breathed railways for most of his life. He is in heavy demand for his advice, writes columns for trade publications and has hands-on experience from running a number of ventures, ultimately "retiring" (we swapped stories about that word !) as General Manager of Cumbres & Toltec Railroad at Chama, New Mexico, where he and wife Karen still reside.

Over an evening meal we traversed a number of subjects of mutual interest to TRAIN and FRONZ including Boiler Inspection regimes, the role of the FRA, the proposed International rail tourism and heritage organisation, the "health" of the rail tourism market and sundry other topics. Dan agreed that he would put our proposal for mutual exchanges of information and Journals to his Executive and that we would continue our occasional correspondence as and when required.

As a token of their appreciation of my having visited them, Dan kindly arranged for heavily discounted rides on the Cumbres & Toltec Railway next day, and through the President of Durango & Silverton RR, for gratis travel on the D&S two days later. Many thanks Dan !



Karen & Dan Ranger with Paul Dillicar, Chama NM, July 08



ARM USA was founded in 1961 to encourage railway Museums in the exchange

of ideas and information, and to be of assistance to one another. The purpose of ARM is to lead in the advancement of railway heritage through education and advocacy, guided by the principles set forth in "Recommended Practices for Railway Museums," and incorporating other practices generally accepted in the wider museum community. The Association of Railway Museums web site has many resources to help railway museums, but also has things to interest railway preservationists and historians. See <http://www.railwaymuseums.org/default.asp>



Rod Fishburn, Paul Dillicar & Dave Garcia at Perris CA. 7/2008

I went to the Orange Empire Railway Museum, at Perris, east of Los Angeles to meet with Rod Fishburn. Rod is a former member of the ARM Executive and his wife Ellen is still Secretary. I was glad of the air-conditioning in Dave Garcia's air-brake workshop – he is a Westinghouse air brake expert - as it was 37 degrees outside. As with TRAIN, Rod and I discussed options for an informal relationship between ARM and FRONZ and the exchange of Newsletters and occasional enquiries and got a receptive response even though he stressed that he would have to confirm the idea after consulting the ARM management team who are dispersed throughout the USA.

The OERM visit was interesting. They run a range of Trolleys / Streetcars (trams to us) have one operating steam loco (under Annual inspection) and a number of diesel locos. They have just completed building a 300 ft x 180 ft storage shed that would make any rail Museum jealous. On display in their collection was a former Tokyo tram donated by Phillip Goldman, the same gentleman that once owned GVR's JA 1250 and which transferred to them on his death in 2006.

DEPARTURE :

FRONZ was saddened to record the death of Ian Little of Foxton Trolley Bus Museum on 15 July 2008. Ian was well known in NZ's heritage transport circles and was closely associated with the Wellington Tramway Museum over its early years.

CHARITIES COMMISSION UPDATE

As at 30 June 2008 - charities registered: 8,146

Processing time: our registration analysts are currently making initial reviews of applications received from: 14 April 2008*.

*Many straightforward applications, once they reach the front of our queue, are processed within several weeks.

However, if there are any complex issues involved, or the application requires additional work by a senior analyst to confirm an analyst's initial view, it takes longer to complete the process – currently several additional months.

Please be patient. We are processing applications as efficiently as possible, and we'll be in touch as soon as we have processed yours – either to ask for more information or clarification, or to let you know that your organisation has been registered.

DF 1501's MOVE to CHRISTCHURCH

Four DTG members traveled to the DF on Thursday 10/7/08, and proceeded to free the brake rigging, remove the axle caps, and jack each axle. The operation took most of the day.

The outcome was that all axles rotate freely, with no roller bearing issues, except for a scuff mark on the 'west' end LHS rear pony truck outer bearing race. This axle bearing had very little grease in it too. None of that is an issue.

KiwiRail engineer called by and was happy with the outcome. He was supplied with tyre readings, which report that all wheels are within code. Drawgear appears somewhat loose, but that is partly a product of its design: it's a very long buffer and is designed to move horizontally. Again, that's all ok.

In all, the loco is now in an 'engineering' position to be towed on the network. The commercial side of this is yet to be worked through, that will be the next administrative step.

In reality, the next practical step is craning and trucking to the rail network; some space over a pit has been penciled in. At this time, the bearings and running gear will be greased, the underside obviously checked.

We now await Pacific Steel's removal of the shelter roof. Their engineer called by too, and is aware that the project awaits his action. More news is due SOON regarding the prices, funding and responsibility for the rail network move.

(Gerard Greenlees, DTG Chair)

1501 will shift sooner rather than later... and the amazing Diesel Traction Group team advise us that the move is now fully funded !

LEVEL CROSSING ACCIDENT COSTS

The following article appeared in a May 2008 edition of the Toll Rail Newsletter. Heritage Railway Operators will no doubt be interested in the outcome of this recent Court case >

A MOTORIST involved in a level crossing accident with Train 720 on McGifferts Road (Sefton) in February this year has been ordered to pay \$8400 in "victim compensation" to our company.

An estimate of the costs incurred in the incident was provided to the Police via Contracted Assessor Rob Moonlight prior to the driver's appearance in court. The driver was apparently intoxicated at the time, thus voiding his insurance. Toll Rail HSQE National Manager Phil O'Connell says the court action has demonstrated the value of ensuring our company pursues people who damage our equipment "even when they do not have insurance to cover the cost of the damage". "Reinforcing with our people that they can make a big difference to company results by reporting and providing details of known offenders is a huge help in ensuing we can go for cost recovery," says Phil

RECENT ANTI-TAGGING LEGISLATION

5:00AM Friday June 20, 2008

Parliament has passed by a big majority a bill that gets tough with taggers. The Summary Offences (Tagging and Graffiti Vandalism) Amendment Bill creates a specific offence of tagging, raises the maximum fine for tagging from \$200 to \$2000 and bans the sale of spray cans to people under 18. It passed its third reading last night on a vote of 107-10.

Darren Hughes, speaking for the Government on behalf of Justice Minister Annette King, said tagging was not simply a nuisance activity. "It is an invasion of private and public property that is often intimidating and antisocial. "It can't be considered art, it is often mindless scrawl that causes great financial and emotional cost which the perpetrators seem to care nothing about."

Mr. Hughes said taggers were not just bored individuals. They were often linked to gangs and other forms of juvenile delinquency.

National MP Judith Collins said the first duty of any Government was to protect its citizens. "Graffiti helps create an environment in which people think they don't have to respect the rights of others. "If we continue to treat it as a minor issue, some sort of resistance artwork, then we will continue to see a breakdown of law and order."

The Greens and the Maori Party opposed the bill.



D L A Turner photo

EMISSIONS TRADING LEGISLATION

16 JUNE, 2008

Climate Change Minister David Parker today welcomed a select committee report on legislation to establish an emissions trading scheme.

"The Finance and Expenditure Committee has read 259 submissions and listened to 160 oral submissions in 58 hours of hearings," David Parker said. "The changes recommended by the committee as a result of their consultation will improve the Bill."

"I'd like to thank the members of the select committee who have engaged constructively with this challenging piece of legislation. "I know the supporting parties still have reservations about some of the details of the scheme, so I thank them for their support thus far, and we are continuing to work with them." The fundamentals of the emissions trading framework reported back into the House remain intact, David Parker said.

"The proposed inclusion of all sectors and all gases in the emissions trading scheme remains unchanged. Also retained is the staged entry of sectors into the scheme by 2013."

The government proposed two significant changes to the Bill last month – **deferring entry of transport fuels to the emissions trading scheme until 2011** and deferring the phase-out of freely allocated emission units to industry for 5 years to further protect them from competition with firms in other countries that do not have to account for their greenhouse gas emissions. Both changes have been adopted by the select committee.

"There is good news for owners of forests bought before late 2002 that qualify as pre-1990 forests in the Bill. The number of free emission units they'll be allocated has been increased from 39 to 60 per hectare. Eighteen units will be allocated to future Treaty claimants who receive Crown Forest land. Both these changes better assist the forest owners who face the greatest costs from the emissions trading scheme and provide sufficient incentives for alternative land uses, such as renewable electricity generation.

"Much discussion was had about bringing the agriculture sector into the emissions trading scheme earlier than 2013, but the sheer practicality of it makes it too difficult to put in place before this time. However, the agriculture and waste sectors will be able to voluntarily report their emissions from 2011 and reporting will be mandatory from 2012 to ensure that the sectors are well prepared for their entry into the scheme on 1 January 2013. This approach will also encourage emissions reductions before 2013."

Changes have also been made to the allocation plans and criteria for free emission units to provide more certainty to business and incentives to develop new emissions-reducing technology. This includes enabling allocation plans to create a reserve of emission units for new business investment within the cap.

The review process for the emissions trading scheme has also been strengthened so that reviews happen more often and they are conducted by an independent panel.

The Climate Change (Emissions Trading and Renewable Preference) Bill was reported back to the House on 16 June and will have its second reading in the next few weeks (*assuming the Government can get the numbers to support the Legislation*).

Proposed national environmental standard for on-site wastewater systems FRONZ MEMBERS WITH SEPTIC TANKS ON SITE PLEASE READ

The Government is considering developing a national environmental standard (regulations) for the inspection of on-site wastewater systems (such as septic tanks). The Ministry for the Environment is seeking public submissions and invites your views, which must be received by [5pm on Friday, 26 September 2008](#).

The aim of the proposed standard is to improve the management and environmental performance of domestic on-site wastewater systems. In essence, the proposal is that:

Owners of properties with on-site wastewater systems in specific locations will be required to hold a current warrant of fitness that confirms their on-site system is functioning properly and is being maintained to an appropriate standard. It is proposed this will be required from 1 July 2010.

The standard would authorise regional councils to require property owners with an on-site wastewater system to hold a current warrant of fitness (WOF) for their system. To obtain a WOF, a system would be required to pass an inspection every three years.

Regional councils would identify the areas where the standard would apply.

See the discussion document outlining the subject matter and rationale of the proposed standard:

<http://www.mfe.govt.nz/publications/rma/nes-onsite-wastewater-systems-discussion-jul08/index.html>

The Ministry for the Environment will be running a series of public workshops to explain the proposed standard. Details of workshops in your area will be available soon. To express an interest in attending a workshop please send your name and contact details to standards@mfe.govt.nz. You will be contacted as soon as further information is available.

Read the Public Notice here >

<http://www.mfe.govt.nz/laws/standards/wastewater-systems/wastewater-public-notice.html>

Background

On-site wastewater systems provide treatment of domestic wastewater and return it to the environment within the boundaries of the property of origin. It has been estimated that in some regions at least 20 per cent of homes rely upon on-site wastewater treatment. On-site wastewater systems can include primary, secondary and tertiary treatment systems. Septic tanks are mainly primary treatment systems and they represent the majority of on-site wastewater systems installed in New Zealand.

For many areas in New Zealand, wastewater systems do not provide an adequate level of treatment and are adversely impacting on human health and the environment. Failing systems can:

contribute to lakes, rivers, estuaries and beaches becoming unfit for swimming, gathering seafood and marine farming;

lead to contamination of groundwater and surface water supplies – affecting the quality of drinking water supplies – and may increase the occurrence of algal blooms.

These effects occur because of a range of factors including: poor maintenance, sensitive receiving environments (lakes, rivers, streams, etc), high density residential areas, shallow groundwater and unsuitable soil types. Regular inspections and maintenance can play a significant role in improving the performance of wastewater systems.

For more information, see:

<http://www.mfe.govt.nz/publications/about/environz/environz-mar08/page6.html>

Info Sheet >

<http://www.mfe.govt.nz/publications/rma/consultation-regulation-onsite-wastewater-systems-jul08/index.html>

Questions & Answers on the proposed new Standard >

<http://www.mfe.govt.nz/laws/standards/wastewater-systems/wastewater-questions-and-answers.html>

WANTED!

An 8-inch Westinghouse Pump is required by Oamaru Steam & Rail Restoration Society for their Locomotive "B-10". Must be complete, but repairs considered. Please contact General Mgr. Harry Andrew on clean_cut@xtra.co.nz or write P O Box 37, Oamaru 9444.

FRONZ SUBSCRIPTIONS OVERDUE

Treasurer, Clark Simmonds, is in the process of sending out final reminders about outstanding subscriptions. We are aware of two members organisations likely to go into recess but there are quite a number of others who have not paid. Unless subs are paid by 30 September you will cease to be members under our Rules and that could compromise your Public Liability Insurance if you use the FRONZ Policy. If you get a reminder, we would appreciate prompt resolution or at least a note explaining why the sub is unpaid.

There are also a handful of people who have not settled their delegate fees for our recent Conference. You will also be getting a reminder !

MEMBER STATISTICAL SURVEY

There are still a number of members who have not completed and returned our 5-year statistical survey. We thank all those who have responded. The figures show a substantial leap in activity across the board since our last survey. We are a long way off being able to complete this exercise and publish the results, and that is being further delayed by the lack of a full set of returns. We will shortly be sending out reminders. If you get one, please send your return as soon as possible.

REMINDER : Please don't send your return without the name of your organisation. !!! Quite a number have omitted filling in the name which makes the task somewhat harder than it ought to be !

FIRE !!!

WHY YOU NEED PUBLIC LIABILITY INSURANCE

Traction engines blamed for fires OTAGO DAILY TIMES Tue, 24 Jun 2008

A fire which cost a total of **\$704,583** to fight and burned 739ha of land on the Remarkables mountain range near Wye Creek on State Highway 6 was most likely caused by embers from two traction engines, the National Rural Fire Authority Fire Investigation Report says. Queenstown Lakes District Council principal rural fire officer Gordon Bailey said the report confirmed the council's suspicions the fire started in three spots along the highway, just after the traction engines travelled through on March 16.

The resulting blaze took 11 helicopters and 70 people more than a week to extinguish. "Investigators found coal deposits at the scene of three fires which started 3m-5m from the roadside and witnesses confirmed that the fires were starting in the wake of the steam engines, which could still be seen departing down the road," Mr. Bailey said. The report eliminated any other likely causes. Mr. Bailey said he had not spoken to the traction engine owners directly after the fire. He would not name the owners or say where they were from. Asked if the council would prosecute them or seek compensation, He said it was too early to say.

The report recommended costs be recovered where possible. The council had made an application for costs to the National Rural Fire Authority Rural Fire Fighting Fund and was "hopeful" it would get the bulk of the \$700,000 back from it. However, "cost recovery" would also be explored, which would come down to a "matter of insurance". Other recommendations in the report were that intended travel of coal-fired engines; and there was a need for engine owners to be aware those machines needed to be well maintained so embers could not escape

Mr Bailey said the recommendations were quite straightforward and agreed there was a need for the council to talk to Land Transport New Zealand with regard to coal-fired engines travelling around the district, particularly during restricted and prohibited fire seasons. The Kingston Flyer vintage steam train, which takes tourists between Kingston and Fairlight, was considered a coal-fired engine and there had been problems in the past two summers with trackside fires started by embers from the train. The train operators had been asked to clear plant growth around the track "for a certain distance either side", Mr Bailey said.

AND ON THE SUBJECT OF HERITAGE RAILWAYS & FIRES

FRONZ has learned from its colleagues in Victoria, Australia, that an AUDIT by external auditors of fire potential within and alongside heritage and tourist railways in the State, has recently been required with a view to assessing any specific action required of the Operators to address any concerns discovered. FRONZ is somewhat relieved that in New Zealand, Paul Heighton, acting for FRONZ in recent negotiations over the Minimisation of Rail Fires, was able to persuade the Study group that **Voluntary Guidelines** would be adequate for FRONZ members to address the Concerns of the Rural Fire Authority. The RFA is currently finalising the Publication with FRONZ, OnTrack, KiwiRail, The Forest Owners Association and the Department of Conservation.

WE PUBLISHED OUR RECOMMENDED GUIDELINES IN JOURNAL # 54 of APRIL 2007. WE URGE MEMBERS WHO OPERATE RAILWAYS AND TRAMWAYS TO REVIEW & IMPLEMENT THOSE RECOMMENDATIONS. FOR A COPY PLEASE E-MAIL dillicar@ihug.co.nz

NZ ELECTRONIC TEXT CENTRE : RESEARCH RESOURCE

A media release from Victoria University's NZ Electronic Text Centre, announces the launch of its online collection of New Zealand Railways Magazine. All issues of the magazine, an official publication by the New Zealand Government Railways Department from May 1926 to June 1940, have been launched online today by the New Zealand Electronic Text Centre (NZETC) at Victoria University.

The magazine was produced during the economic expansion of the late 1920s, the Great Depression, and the years leading up to the outbreak of the Second World War." It was the brainchild of Prime Minister Joseph Gordon Coates, who saw it as a way of improving industrial relations within the railways, and disseminating 'useful knowledge' to railway workers, their families, and the public at large," says Ms Stevenson.

In his address to railway staff in the first issue of the magazine, Prime Minister Gordon Coates said: "The object of the Magazine should be to bring more interest into Railway life, to expand its possibilities not only for personal profit but for public appreciation, to help towards conditions which make for satisfaction in all ranks within the Department, by reciprocal and mutual service, benefiting each other by the improvement of the conditions of service for all".

Later issues broadened the Railways Magazine's horizons. Wellington journalist Pat Lawlor was engaged to write a regular literary column, 'Among the Books', and, from 1927, the magazine included a women's page, entitled 'Of Feminine Interest'. As time went by, the Railways Magazine evolved into a general interest publication, with articles on tourism, literature, local and British history, and Maori mythology, as well as short stories and reader-contributed poetry. By 1940, when war-time paper shortages forced it to cease publication, the Railways Magazine had published work by some of the most prominent New Zealand writers of the day, including Robin Hyde (Iris Wilkinson), James Cowan, Alan Mulgan, and Denis Glover.

The online archive also includes a brief introductory extract from Neill Atkinson's *Trainland* (2007), reproduced by permission of the Ministry for Culture and Heritage. The publication will appeal to railway enthusiasts, as well as anyone interested in social and women's history, design, advertising, and the shape of New Zealand's pre-war literary culture

This project was run in partnership with Wellington City Libraries and the Alexander Turnbull Library, and can be viewed at <http://www.nzetc.org/tm/scholarly/tei-corpus-railways.html>

For more information please contact Alison Stevenson on 04 463 6847, 0275636847 or Alison.stevenson@vuw.ac.nz

GOVERNMENT BACK IN CONTROL OF NZ'S NATIONAL RAIL OPERATOR

It seemed appropriate, that the Government should have purchased the rail operating company from Toll Holdings in time for it to regain control as the 100-year NIMT event drew closer. The reintegration of "Kiwi Rail" and "OnTrack" no doubt holds more interest for the heritage network operators than others (aside from those who are employed therein), and the FRONZ Executive looks forward to working with the new organisation.

Just as we have developed a close and enduring relationship with OnTrack as Access Provider, we see no reason why an equally strong and helpful relationship cannot thrive between FRONZ & KIWIRAIL. Some of the folks within the management of the "recycled" operator may need to view rail heritage in a different and more positive light from that which prevailed when the outfit was owned privately. Governments, fortunately, seem to require state enterprises to be aware of, and recognise, "social objectives" as well as those of profit and return on investment. Celebrating and valuing the country's rail heritage very definitely fits the "social objectives" category. The Crown has been very generous toward maritime, road and aviation heritage, but rail heritage definitely became the poor relation when the rail assets were sold and privatised back in 1993 and remained so until OnTrack was established. That, however, was only one part of the equation. Neither TranzRail nor Toll Rail employees were encouraged in fulfilling other than profit-related interests in our sector.

One task we most definitely need assistance with, is in securing trained footplate personnel for our members' heritage locomotives. In some areas it is already impossible to run heritage trains due to the rapidly-reducing numbers of qualified crew. That situation is accelerating, with several of the precious few remaining, set on retirement in the next 12 months. Unless a remedy is found in the immediate future, steam on the mainline will not survive. That possibility is too dire to contemplate. Finding a solution is nothing new. Getting buy-in that all the stake-holders can live with is the issue. There are more historic rail dates coming up that are equally worthy of celebration and remembrance and the tens of thousands of line-siders watching the recent Parliamentary Special suggest that the public interest in our "product" is a great way to focus their minds on rail and the reasons why it is back in the hands of the Crown.

Paul Dillicar

WARNING : NZ RAIL METAL THEFTS CONTINUE TO ESCALATE

Metal thieves carve up railway tracks

5:00AM Friday July 25, 2008
New Zealand Herald

A man with a blowtorch was caught slicing into a railway track beside State Highway 2 near Te Puke.

He claimed he needed the metal from the track for hangi stones, but police suspect he was one of a growing number of thieves targeting iron, steel and copper objects for the lucrative scrap-metal market.

Worldwide, the demand for scrap metal is growing as countries such as China and India embark on an orgy of building and urban expansion.

Authorities in New Zealand say thieves are attempting to cash in on that demand by resorting to extreme methods to obtain scrap metal.

Among the most disturbing is a trend of well-equipped thieves plundering metal from railway tracks.

OnTrack says there has been a "dramatic increase" in such crimes in recent months, and in some cases thieves have turned up in light trucks with cutting equipment to plunder whole sections of track.

"They're lines that are being used, so in that sense, it is a public safety issue," OnTrack spokeswoman Ruth Larsen said.

Unattributed News Story : July 2008

Thieves are going to extreme measures to steal metal in Rotorua - even taking railway tracks. There has been an increase in such thefts and a number of people have been arrested by police.

Sergeant John Cassidy says in one case, thieves used a trailer to transport the train tracks, but they were so heavy one of the trailer's tyres burst. He says they are stealing anything that is metal, with new houses being built being targeted for hot water cylinders.

**FRONZ
URGES ITS MEMBERS WITH
TRACK IN REMOTE
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PARTICULAR CARE TO
ENSURE IT IS COMPLETE,
PRIOR TO THE
COMMENCEMENT OF EACH
OPERATING DAY, SO THAT
SAFETY IS NEVER
COMPROMISED.**

Ocean Beach railway reports thefts

July 2008 : FRONZ member, Dunedin-based Ocean Beach Railway fell victim to scrap thieves during July and reported that "it looks like we have to keep all of our loose ferrous stuff under lock and key at the moment, as we have had a large amount of ferrous material stolen in recent days (Brake blocks for the DSA, Wagon brake cylinder/aux reservoirs, draw hooks, all those air points motors and some turnout components (nothing too serious in that department). It certainly has cleaned the site up, but some of the stuff we could not afford to lose."

Not giving up lightly, OBR volunteers later identified some of their stolen material at a local scrap-yard and were actually present when the thieves rolled up with even more ! The Police were informed and while at least one of the alleged offenders took to his heels, another was "helping Police with their enquiries" when we last heard.

We also have reports of break-ins to vehicles and an arson attempt on the [Ferrymead Railway](#).

Info from the USA suggests that the cost of electronic surveillance devices attached to recorders is coming down, even though the sophistication and quality is improving.

ALLEGED OAMARU STEAM & RAIL RESTORATION SOCIETY TRACK THIEF CAUGHT IN THE ACT !!

From the Otago Daily Times, Saturday August 9th, 2008.

A 24-year-old man Oamaru man was arrested on Thursday and charged with stealing assorted lengths of railway iron, with a replacement value of \$37,000, belonging to Oamaru Steam and Rail.

Detective Sergeant Mike Ryder said a police officer noticed the man's vehicle was riding very low and when it was stopped north of Oamaru, it was found to be full of iron. The man was also charged with obstructing a police officer and possession of a cannabis pipe.

The man appeared before the registrar in the Oamaru District Court and was bailed to appear again on August 20. Bail conditions included a curfew and he was not to enter or go to Oamaru Steam and Rail or go onto any property between Humber St and the sea.

LAND TRANSPORT NZ AND TRANSIT NZ MERGE INTO NZ TRANSPORT AGENCY



With the merger of Land Transport NZ and Transit NZ on **1st August** to form the NZ Transport Agency (NZTA) our email addresses - among other things - have changed. The email format - firstname.lastname@nzta.govt.nz - is the same for anyone else you may deal with who currently works for either Land Transport NZ or Transit NZ.

PLEASE CHANGE ALL YOUR RECORDS ACCORDINGLY.



The NZ Transport Agency (NZTA) is a Crown entity established on 1 August 2008, bringing together the functions of Land Transport New Zealand and Transit New Zealand to provide an integrated approach to transport planning, funding and delivery.



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