



JOURNAL

SEPTEMBER 2008
ISSUE # 68

PUBLISHED BY FEDERATION OF RAIL ORGANISATIONS NZ INC : P O BOX 13771, ONEHUNGA, AUCKLAND 1643

PLEASE SEND CONTRIBUTIONS TO EDITOR BY E-MAIL : dillicar@ihug.co.nz

IN THIS ISSUE

DBM CONTRACTING JOINS FRONZ	1
DF 1501 MOVES SOUTH	2
WE NEED SECOND HAND DEALERS ACT	3
TAXATION ADVICE	6
INCANDESCENT LIGHT BULBS	7
VINTAGE MACHINERY WARNING	7

FUTURE OF NON-PROFITS	7
NEW STANDARD (DANGEROUS GOODS) ...	7
RAIL SERVICE LICENCES 'ALIVE'	7
HISTORIC CONCRETE STRUCTURES	8
N.I.M.T. CENTENARY PROJECT	8
BOILER NOTES	9
NIMT CENTENNIAL STAMPS ISSUE	9
FOOD CONTROL PLANS	10

WELCOME ABOARD to DBM CONTRACTING LTD

The FRONZ Executive have unanimously approved an application for membership by Dean McQuoid, proprietor of DBM Contracting Ltd., Otahuhu, Auckland.

Dean owns DA 1429 which he purchased from Tony Batchelor when the loco was returned to Tony after a period on hire with TranzRail and the subsequent completion of a network-running certificate at Hutt Workshops. Although the certification has now expired, it does mean that restoring it should hopefully be a formality. Dean already holds a Rail Service License.

Ninety percent of the work that Dean's company carries out is for OnTrack. He delivers new loose and assembled track materials to rail sites all over the upper North Island and also loads and removes for custody, surplus track materials recovered from upgrades. He has a fleet of big trucks for this work and was recently involved relocating L 507 to and from Ohakune for the 2008 Parliamentary Special trains.

Dean has not yet firmly established what role DA 1429 will play in the future but believes that FRONZ could be helpful in negotiating a place for his company as a Heritage Vehicle Provider.



DA 1429 basks in the sun in Wellington on 29th November 2007 after recertification at Hutt Workshops. . Photo by R Bruce Scott.



Nicely tying together our two lead stories in this issue of "JOURNAL", we see DA 1429 having rescued DF 1301 on its final mainline fling at the head of an RES excursion passing through Taupiri on October 10th 1974. Photo : C. Beresford.

DF 1501 ON TRACK FOR A REBUILD

Following the signing of an Agreement with FRONZ at its 2008 Conference, the Diesel Traction Group wasted no time in responding to Pacific Steel's request that the FRONZ-owned locomotive be removed from their Otahuhu plant to make way for reorganisation of its staff car-parking facilities due to plant expansion.

Df 1501 is off to the DTG's Ferrymead Park base for a rebuild to mainline running status. Under the Agreement, DTG have several years grace to complete the mammoth task, undertaking to first complete the restoration of their DG 772 (well advanced), and then their DI loco # 1102. (yet to be started).

The move to Ferrymead commenced well before the day the cranes arrived on site. The funding of such an expensive move was first on their agenda and was no mean feat. The backing of many sponsors, of whom we will hear more later, was achieved in remarkably double-quick time.

In July, a small team from Christchurch checked over 1501, and after taking careful measurements of the wheel profiles and checking of axles and wheel-bearings to determine whether the old girl was likely to get approval for a tow down to the KiwiRail Westfield Engineering shop for a more thorough going-over, they were satisfied with what they saw. That merited a case to both KiwiRail and OnTrack for approval to tow 1501.

Simultaneously the Group and NZ Crane Hire worked on the logistics of removing 1501 from the site. No mean feat, but with experts in charge, the teams soon had the matter in hand and signed off by Pacific Steel.



1501 back on track at Otahuhu 17 August 2008 – G. Greenlees



Df 1501 leaves its display site 0845 17 August 2008 – P J Dillicar



Aboard low-loader outside Pacific Steel plant. –P J Dillicar

Sunday 17 August it was all "go" and the day started before dawn for the contractors after some preparation over the preceding week. The roof cover over 1501 having been removed, two huge mobile cranes lifted the loco and turned it slowly so that a multi-wheeled road low-loader could back in under it. Over a period of almost 2 hours 1501 was lifted, turned, and loaded aboard the transporter, and, (much to the astonishment of early-morning church-goers) was wheeled up James Fletcher Drive and in through the security gates of the steel plant for a date with the internal trackage which would return her to the Rail Network again after over 30 years.

I congratulate the small but determined Diesel Traction Group team for the seamless way they carried out this exercise and raised the support of sponsors to fund it. I know they handed over a cheque on the day in excess of \$ 20,000 just to take 1501 as far as the back gate of Pacific Steel.!

If your project has been one of those many hit by scrap metal thieves (or unknowingly are about to be) then you should familiarise yourself with this handy Act which may just prove helpful in recovering your loss.

FRONZ recently had a letter from member Otago Railway & locomotive Society, proprietors of the well-respected Ocean Beach Railway. You will have read in our last issue of "JOURNAL" that the OBR had suffered from recent scrap-metal thefts of components as useful and various as (Brake blocks Wagon brake cylinder/air reservoirs, coupling hooks, air points motors and some turnout components).

The letter, however, outlined a case where the OBR had recently legitimately sold some of its surplus metals (before more thieves got to them) to "a leading Dunedin scrap metal merchant" and was staggered to be paid in cash a few weeks later, rather than by the traditional payment by cheque. The OBR Executive felt that the incentive for thieves to prey on heritage railway fittings would be removed if all scrap metal sales were paid by cheque to the registered address of the seller (in the case of a heritage railway group).

It is great to see a FRONZ member putting some thought into how our industry might protect itself from thieves by making the transactions more transparent and presumably traceable but there is nothing illegal about a business doing its trade in cash, and whilst we may not be happy about it, the only way in which we can express our displeasure following refusal to change, is probably to take our business elsewhere.

FRONZ has since been in touch with OnTrack, who confirmed that metal thefts have been a growing problem and their losses considerable. The situation is however being reversed. Through contacts with the legitimate scrap dealers via Scrap Metal Recycling Association of New Zealand <http://www.scrapmetal.org.nz/> and working with their own private investigator contractors, OnTrack have finally started making a big dent in illegitimate deals. A number of prosecutions have been made by Police and convictions have followed.

Importantly, not only have the alleged thieves been prosecuted for stealing the metal inventories, but also for Trespass upon a Railway and interfering with the safety of Rail Vehicles. In other words, the book has been thrown at these people, and there is solace in the provisions of the Railways Act 2005.

Then there are the people who have bought and traded the stolen goods. receivers of stolen property.

Enter the **Secondhand Dealers and Pawnbrokers Act 2004** (*you knew we'd get round to that !*) and here are a few of its provisions :

See http://www.legislation.co.nz/act/public/2004/0070/latest/DLM305169.html?search=ts_act_secondhand

6 Secondhand dealers engaged in business to be licensed

(1) Every person who engages in business as a secondhand dealer must hold a licence.

(2) If 2 or more people engage in business as secondhand dealers in partnership, each partner must hold a licence.

(3) For the purposes of this Act, a person is presumed (in the absence of evidence to the contrary) to be engaged in business as a secondhand dealer if, in any 12-month period, the person—

(a) buys secondhand articles or scrap metal, for the purpose of trade, on 6 or more different days; or

(b) sells, exchanges, or otherwise deals in secondhand articles or scrap metal (being articles or scrap metal acquired for the purpose of trade)

(i) on 6 or more different days; or

(ii) so as to receive revenue of \$2,000 or more from the sale, exchange, or dealing.

A person who carries on business as a secondhand dealer without holding a licence commits an offence and is liable on summary conviction to a fine not exceeding \$20,000.

36 Obligation to show and to display licence

(1) At any time when a licence holder who is an individual is engaged in secondhand dealing or pawn broking, he or she must, on request by a member of the police, show his or her licence to that member.

(2) Every licence holder must ensure that a certified copy of his or her licence is prominently displayed so as to be readily visible to the public at every place of business used by the licence holder for secondhand dealing or pawn broking purposes.

39 Obligation to report and hold stolen goods

(1) A licence holder who has possession of, or who is offered for sale or pawn, any goods that he or she knows or suspects are stolen goods must—

(a) report the goods to a member of the police as soon as practicable; and

(b) if he or she has possession of the goods, hold them for 14 days from the date of the report to the member of the police.

Continued >>

(2) If a member of the police gives a licence holder a notice that specified goods are, or are alleged to be, stolen goods, the licence holder must—

(a) immediately notify a member of the police if any of the specified goods are offered to the licence holder for sale or pawn; and

(b) check whether he or she already has possession of any of the specified goods and, if so, must comply with subsection and .

(3) A licence holder commits an offence, and is liable on summary conviction to a fine not exceeding \$10,000, if he or she fails, with respect to goods that the licence holder knows, suspects, or ought reasonably to know or suspect are stolen goods, to comply with subsection or subsection or .

(4) A licence holder may dispose of goods that he or she has reported to the police under this section after holding them for at least 14 days unless, before the expiry of the 14 days, the police issue a hold notice under section with respect to the goods.

40 : Police may issue hold notice

(1) A member of the police may issue a hold notice to a licence holder if the member has reasonable grounds to suspect that any goods held by the person are stolen goods.

(2) If a licence holder is issued with a hold notice, he or she must not dispose of the goods identified in the notice for 28 days from the date of the notice except with the authority of a member of the police.

41 : Obligation to give police access to goods

(1) A licence holder must, when required to do so by a member of the police, show, or make available to, that member all or any of the goods held by the licence holder for the purpose of secondhand dealing or pawn broking.

(2) A licence holder commits an offence, and is liable on summary conviction to a fine not exceeding \$10,000, if he or she fails without reasonable excuse, on request by a member of the police, to show or make available to the member any goods as required by subsection

42 : Dealers record

(1) Every licensed secondhand dealer must keep a dealers record.

(2) The dealers record must show the following information with respect to every article acquired by a licensed secondhand dealer in the course of business as a secondhand dealer:

(a) the identity of the person from whom the article is acquired, which must include—

(i) the person's full name, contact address, and contact telephone number (if any):

(ii) the manner in which the person's identity was verified or, if the identity was not verified, the reason for that (as set out in section 43(3)):

(iii) the person's date of birth (unless the person's identity was not verified):

(iv) the person's signature (unless the person's identity was not verified):

(b) a description of the article and its serial number or other unique identifier (if any):

(c) the purchase price paid by the secondhand dealer:

(d) the number assigned by the licensed secondhand dealer to the article:

(e) the name and signature of the person who conducted the transaction on behalf of the licensed secondhand dealer:

(f) the date of the transaction:

(g) in the case only of an article with an apparent resale value of more than \$40 or such other amount as may be prescribed, either—

(i) the date on which the article was sold; or

(ii) an account of how and when the article was otherwise disposed of:

(h) any other prescribed information.

(3) The dealers record must show the following information with respect to all scrap metal acquired by a licensed secondhand dealer in the course of business as a secondhand dealer:

(a) the identity of the person from whom the scrap metal is acquired, which must include the matters set out in subsection (2)(a):

(b) a description of the nature and quantity of the scrap metal:

(c) the name and signature of the person who conducted the transaction on behalf of the licensed secondhand dealer:

(d) the date of the transaction:

(e) any other prescribed information.

(4) The information required to be shown in the dealers record must be added to the record as soon as practicable after the information is available.

(5) A licensed secondhand dealer commits an offence, and is liable on summary conviction to a fine not exceeding \$10,000, if he or she— (a) fails without reasonable excuse to—

(i) keep a dealers record; or

(ii) record in it the information required by this section; or

(iii) add information to it as soon as practicable after the information is available; or

(b) makes a false entry in his or her dealers record.

Continued >>

43 Verifying identity

- (1) A licensed secondhand dealer must verify the identity of the person from whom an article is acquired, except in the circumstances set out in subsection (3).
- (2) A person's identity may be verified for the purposes of subsection (1)—
- (a) by sighting the person's authorised identification; or
 - (b) by personal knowledge, in which case if any details about the person that are recorded in the secondhand dealer's dealers record are incorrect, the secondhand dealer is regarded as having made a false entry, without reasonable excuse, in his or her dealers record; or
 - (c) by any other prescribed method.
- (3) A secondhand dealer need not obtain evidence of the identity of a person from whom goods are acquired in the following situations:
- (a) where the goods are acquired at a public auction conducted by a licensed auctioneer;
 - (b) where the goods are acquired through an internet auction run by an internet auction provider that complies with any prescribed requirements;
 - (c) where the goods are acquired at a garage sale and the secondhand dealer keeps a record of the address at which the goods were sold;
 - (d) where the goods are acquired from a seller who is overseas;
 - (e) in any other prescribed situation.

47 : Articles to be kept for 14 days

- (1) Every article acquired by a licensed secondhand dealer in the course of his or her secondhand dealing business must be retained by the secondhand dealer in an unaltered state for 14 days from the date of the transaction.
- (2) Every article acquired by a licensed secondhand dealer in the course of his or her secondhand dealing business must be stored, for the first 14 days after the transaction, in a place at which it can be reasonably conveniently inspected by a member of the police if the member asks to inspect it..

48 : Articles to be labelled

- (1) A label in the prescribed form bearing the number assigned by a secondhand dealer to an article must be affixed to the article at all times until it is sold or otherwise disposed of.
- (2) Subsection (1) does not apply to the extent that this Act or regulations prescribe otherwise.

49 Modification of rules where groups of articles acquired as single item

- (1) This section applies where a secondhand dealer acquires a group of articles as a single item (such as a box of miscellaneous goods or a collection of articles).
- (2) An article in a group must be separately identified and be treated as a single article for the purposes of this Act only if it has—
- (a) an apparent resale value of more than \$40 or such other amount as may be prescribed; or
 - (b) a serial number on it which may be used as a unique identifier.
- (3) All remaining articles in the group must be treated as a single article for the purposes of this Act, and—
- (a) the individual articles in the group need not be labelled under section 48; and
 - (b) the disposal of the group and the individual articles in it need not be recorded in the dealers record under section 42(2)(g).
- (4) The fact that an article is offered for sale at a price of more than \$40 (or other prescribed amount) is conclusive proof that the item has or had an apparent resale value of more than that amount.

To RECAP :

- 1- People who deal in scrap metal must be licensed.
- 2- They must record the confirmed identities of people they buy more than \$ 40 worth of materials from.
- 3- Articles which are bought by dealers must be identified either individually or as a Group.
- 4- No article may be on sold or altered (melted down etc) in the first 14 days after acquisition by the dealer.
- 5- Police have the power to examine records and stop goods from being on sold or altered.
- 6- ALWAYS report scrap metal thefts to Police as soon as possible.
- 7- Also notify the Scrap Dealers Association <http://www.scrapmetal.org.nz/>
- 8- When laying charges against suspects, insist on using penalties under the Railways Act 2005 to extend the range of offences with which they are charged.

See next page >>>

Continued >>

**See Section 73 Railways Act 2005 : Trespass
And Section 9 : interference**

9 : General safety duties of other persons

(1) Every person on or near a rail vehicle, railway infrastructure, or railway premises commits an offence who fails to take all practicable steps to ensure that no individual dies or is seriously injured, and that no property is significantly damaged, as a result of any act or omission of that person.

(2) Every person commits an offence who, not having lawful authority to do so, knowingly—

(a) **places or moves any rail vehicle or other object on a railway line** or leaves any rail vehicle or other object on any part of a railway line; or

(b) moves, changes, or otherwise interferes with any signal, points, or stop blocks, or shows any signal likely to mislead; or

(c) **causes or uses or attempts to use, or interferes with or attempts to interfere with, any braking appliances provided in any rail vehicle;** or

(d) **interferes with any railway line, structure, formation, tunnel, bridge, or other part of a railway;** or

(e) interferes with any telecommunications or radio facility or signal, or gives any false or misleading information by means of any message, signal, or radio that will affect the operation of any rail vehicle; or

(f) **enters upon any part of a railway line or rail vehicle with the intention of doing any of the acts mentioned in paragraphs .**

My thanks to the Ocean Beach Railway for the opportunity to research this matter and find this little-known piece of useful Legislation which hopefully will give some guidance on remedies which can be used to thwart the disposal of vital railway materials.

As to not doing business with scrap dealers who only make cash transactions, I leave that for you to decide their bona fides !

Paul Dillicar

TAXATION ADVICE

AN INTERESTED AND HIGHLY QUALIFIED OBSERVER WRITESTO FRONZ RE THE ADVENT OF THE CHARITIES ACT

"It is accepted that once an entity becomes a Registered Charity under the 2005 Act, all income derived is exempt from income tax and the relevant exemption certificates can be requested from the IRD.

The question is to what extent does an organisation need to apportion income (e.g. bank interest received) between taxable and exempt in the "transitional" year, i.e. assuming that charitable status was granted by the Charities Commission during the year.

In the course of the lead up deliberations resulting in the 2005 Act, the IRD discovered that it had no statutory authority to determine who should or should not be a "Charity" for tax purposes and they subsequently refused to rule one way or the other on the subject when rulings were sought at that time

Consequently, following enacting of the Charities legislation, if an organization lodged an application for Charitable Status on the basis of its existing (unchanged) constitution or rules, and the application was accepted by the Commission, it is self evident that the organization met the charitable status test, certainly from the beginning of that income year (and probably from the date its rules were first adopted). All taxable income for that year should therefore be treated as exempt and the annual tax return (giving full disclosure of the facts) filed on that basis – with a further note that that is the final return.

If the Commission required changes are to be made to the organization's Constitution or Rules before charitable status was granted then this argument may not apply, although there is the less robust argument that because income is only assessed on an annual basis there is no liability come year end.

In the right situations interesting technical opportunities arise concerning re-opening prior years' returns and of course donation rebates, but these could be difficult and expensive to pursue with what will probably be an intransigent IRD!"

FRONZ BIDS FAREWELL to our member the "**Craven Crane Group**" of Paekakariki, who we understand are in merger talks with member Steam incorporated. This move makes a lot of sense as the Crane Group have progressed their project to the point where, having recorded dwindling and aged membership, the lads at Steam Inc are ready to assume the mantle of completing the well-advanced restoration and maintaining "the Beast" into the future. We wish both parties well.

NOT VERY BRIGHT !!

Government plans to ban the importation and sale of Incandescent light bulbs from a time yet to be confirmed, have drawn a letter from FRONZ Tramways Convener Dave Hinman to Energy Minister David Parker on behalf of the Tramway Historical Society, to ask for an exemption for heritage tramways. Dave observed "We currently use 240v 40w and 60w clear incandescent lamps on our trams, in a series circuit across the 550v direct current supply, which powers the trams. This is for headlights and tail lights and for illuminating the tram interiors and destination screens. We have tested the new energy saving lamps and when connected in our circuit, a most unwelcome flickering results. We also have concerns about the appearance of the energy saving lamps, even the type which resembles a frosted incandescent bulb, has nothing like the period ambience of our current clear incandescent lamps."

FRONZ supports Dave's initiative in this regard.

FUTURE OF NOT-FOR-PROFIT ORGANISATIONS IN NEW ZEALAND

A new survey report into the not-for-profit sector has been released by business advice and chartered accounting firm Grant Thornton NZ. Its findings include:

- the three most challenging issues for the Not for Profit sector are financing and fundraising, governance and the retention and motivation of key staff;
- over half of survey respondents continue to be concerned about the sustainability of their key sources of income. However most organisations are confident about the funding they have in place for the next 12 months with 86% budgeting to make a surplus or at least break-even;
- 60% of respondents believe that their organisation will benefit from the Taxation Changes on Donations announced in the 2007 Budget;
- not-for-profit organisations define success in terms of making a real difference to users, and building a financially sustainable organisation with sound leadership and management; and
- performance monitoring is largely seen as the domain of the CEO. Not-for-profits are coming under increasing scrutiny and pressure to demonstrate that their activities are delivering "best value", whether they are competing for the public's charitable donations, grants or public sector service contracts.

The full report is available at: www.grantthornton.co.nz

VINTAGE MACHINERY WARNING

7

The Christchurch Coroners' Court recently heard that retired mechanic Graham George Eunson, 72, of Timaru, died of heart failure from blood loss last November 23, after an accident at the South Canterbury Traction Engine and Vintage Steam Club at Levels, near Timaru.

Department of Labour inspector Stuart Kennedy said Mr. Eunson was working on a stationary engine when a tangled belt caused a sequence of events that resulted in him being hit in the chest by a piece of machinery, leading to blood loss and heart failure.

The coroner said people working with vintage machinery should not work alone, and stationary engines should be fixed so they could not move.

He said his findings would go on an Australasian database to help prevent further accidents.

NEW STANDARD RELEASED

[SNZ HB 77:2008 - Guide for the packing and transport of dangerous goods in transport units](#)

This Handbook deals with sending dangerous goods in transport units for carriage by land and sea throughout New Zealand. It concentrates on dangerous goods in packages, including small packages, dangerous goods in limited quantities, consumer commodities and intermediate bulk containers (IBCs). The Handbook was revised in 2008 to keep it aligned with changes made to NZS 5433:2007. Those changes were carried out to accommodate the revised Land Transport Rule, the UNRTDG latest update, a review in line with latest practices and technologies, and an update to the Classification section. Other information sources drawn on for the development of this Handbook have also been updated and that material has been addressed in the 2008 version

Contact Standards New Zealand

Freephone 0800 782 632 (New Zealand).



RAIL SERVICE LICENSES ISSUED BY NZTA ARE 'LIVE' DOCUMENTS

A significant number of FRONZ members now hold their final (rather than temporary) Rail Service Licenses.. In recent correspondence with NZTA's Rail Regulator, John Oldroyd, he drew attention to the point that the documents associated with those licenses are LIVE and need to be revisited on a regular basis. *John wrote >*

“” I do have a concern that safety cases are not being regarded as "live" documents once a licence has been issued. As I noted at the FRONZ conference, the issuing of the licence is only the end of the beginning! The safety case has to be kept current and rail licence holders and their officers need to be aware of its contents and obligations. This has to be a key element of any risk management plan.””

We urge FRONZ members to heed that advice, and not to alter the boundaries of what you are authorised to do, without completing a new risk assessment and applying for variations BEFORE implementing changes.

HISTORIC CONCRETE STRUCTURES IN NEW ZEALAND : OVERVIEW, MAINTENANCE AND MANAGEMENT

**By Peter Reed, Kate Schoonees and Jeremy Salmond. 90 pages. .
FROM THE DEPARTMENT OF CONSERVATION WEBSITE >**

What's it about?

Early concrete structures form an important part of New Zealanders' cultural heritage. This handbook describes the historical development of concrete and its properties, and outlines the background to early concrete structures, concentrating on the early use of concrete (up to the 1940s) as a building material in New Zealand. It identifies characteristic defects and patterns of deterioration in the material, and explains how these may be recognised and described. Concrete is a complex and varied material, and its production has become more sophisticated over time; thus, its manufacture, properties and uses were influenced by the knowledge and perceptions at the time of construction. Repair methods have also changed considerably in the last few decades and are still changing. As the components of concrete have been undergoing continuous development over the past 150 years, architects and engineers involved in the preservation of historic concrete structures need to understand the material of the period and the manner of its making and use. Therefore, a set of evaluation procedures and conservation strategies for the preservation and repair of these structures is proposed. **This handbook is intended to assist those lay persons who have responsibility for administration of historic resources or whose duties involve making decisions about their care and maintenance.** (which is why FRONZ has recorded this in "JOURNAL" !)

The above new publication is now in press and can be downloaded from:

<http://www.doc.govt.nz/upload/documents/science-and-technical/sap248entire.pdf> (2.9 MB)

It is also available to download in parts (smaller file sizes):

<http://www.doc.govt.nz/upload/documents/science-and-technical/sap248.pdf> (440 KB)

<http://www.doc.govt.nz/upload/documents/science-and-technical/sap248a.pdf> (443 KB)

<http://www.doc.govt.nz/upload/documents/science-and-technical/sap248b.pdf> (490KB)

<http://www.doc.govt.nz/upload/documents/science-and-technical/sap248c.pdf> (418 KB)

Hardcopy will be available soon (order from <<mailto:science.publications@doc.govt.nz>>: free of charge while stocks last)

You can search all our publications on our website. Go to <http://www.doc.govt.nz> and follow the links to Publications then to Science & technical.

The North Island Main Trunk Centenary Project

A century on from the completion of the North Island Main Trunk line we still marvel at this achievement and its wide ranging effects. More than an engineering triumph, the railway bridged the gap between Wellington and Auckland and not only changed the landscape, but the lives of those who came to build, work on, and live by it, and opened up the North Island to holiday makers and goods transport alike.

It was an ambitious endeavour and in this spirit the New Zealand Historic Places Trust (NZHPT) has embarked on a comprehensive project to research key places and structures along the Central Plateau rail corridor adding to the appreciation of already recognised places and introducing new ones. The project includes impressive viaducts like the South Rangitikei and those between the Ohakune Railway Station and Erua, such as the Old Taonui and Makatote viaducts. This research will also explore other bridges, tunnels, and structures to include in a potential historic rail route between Mangaweka and Taumarunui. This area currently features sites of national significance like the Tangiwai Historic Reserve, Manganui-o-te-ao (Last Spike) and the Raurimu Spiral.

The project aims to tell the stories of these important places and to bring our rail heritage alive, and we also want to add to people's understanding and encourage them to visit to these culturally unique and significant places.

The NIMT Centenary Project would not be possible without generous funding from NZ Lottery Grants Board and ONTRACK. Information about the project and updates will appear on the NZHPT website: www.historic.org.nz . If you have any questions information to contribute, or want to contact NZHPT about the project please telephone

Karen Astwood on 04 801 5088,
or email NIMTproject@historic.org.nz

As announced in the June issue of "Journal", I was appointed to the new Boilers convenership (formally part of the Boilers and Mechanical convenership). By now all FRONZ members who operate a steam locomotive boiler should have received an e-mailed questionnaire from me on several boiler related issues. Thank you to the many members who have responded to date showing the strong level of interest in boiler issues. If your group is unable to respond within the next month, please drop me a brief note to let me know. Regarding the specific issues:

Boiler Inspectors

The questionnaire asked about your current boiler inspection service. Responses to date suggest most groups are happy with their current boiler inspector, with none indicating that they would discontinue the service at some future date, although it was unclear in some cases who would take over once the current inspector retired. There was also several instances where inspectors struggled to recommend suitable repairs. Once all responses are in, I will convene a small panel to consider the issue. If I have not approached you, yet you feel that you could make a valuable contribution to the panel, please let me know.

Steam Driven Vehicle Code of Practice

The questionnaire asked about any areas where a review of this document may be required. There have been very few responses on this to date which suggests groups are either happy with the current document or do not use it. The several responses that I have had suggested that as the document only gave minimum recommended practice and by its own admission does not cover all equipment, there was nothing to stop individual groups specifying alternative practises. If your group feels that a review is needed, I encourage you to get in contact with me.

FRONZ Boiler Code

The questionnaire asked about any areas where a review of this document may be required. It seems inevitable that the Boiler Code will require some sort of update in the future and I have had several suggestions of areas that could be looked at. If you have specific concerns, please let me know.

Nigel Hogg
FRONZ Boilers Convener

The UK's Heritage Railway Association has recently published several guidelines related to locomotive boilers that may be of interest to members. They are:

Tubing of Locomotive Boilers

This provides useful guidance on tube material, removal, fitting, and testing.

Washout Plugs

This provides guidance on washout plug manufacture, fitting, and maintenance.

While helpful, care should be taken when using the two guidance notes that they are based on overseas Standards and practices. The FRONZ Boiler Code should also be referred to, and if there is any doubt, consult your boiler inspector.

The guidance notes can be found under "Guidance Notes" in the left hand column at:
<http://www.heritagerailways.com/hra.html>

NIMT CENTENNIAL STAMP ISSUE

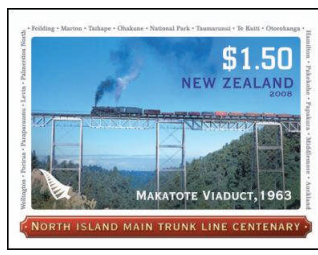
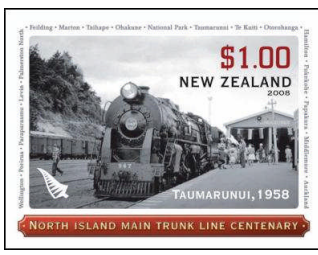
New Zealand Post Stamp Issue Celebrates Main Trunk Line Centenary

New Zealand Post is celebrating the centenary of the Main Trunk Line with a five-stamp series, and a unique first day cover and presentation pack that, in addition to the stamps, features a replica of a 1910 timetable and a ticket for the 1908 'Parliament Special'.

There are also 2,000 individually-numbered Limited Edition packs comprising the stamp set, a numbered miniature sheet, colour separations, a special first day cover signed by ONTRACK Chairperson, Cam Moore, and a booklet with comprehensive commentary from Reid McNaught, from Railfan magazine.

The five stamps in the series portray the Main Trunk Line's progress from 1908 until the modern era. The 50 cent stamp in the series, 'Manganui-o-te-Ao 1908', shows the ceremony on 6 November 1908 when Prime Minister Sir Joseph Ward hammered the Line's 'last spike' into a railway sleeper just north of the then recently completed Manganui-o-te-Ao Viaduct. The ceremony marked the joining of the two railheads and the creation of the Wellington-Auckland link. Following the ceremony, Sir Joseph was presented with a commemorative silver spike, which is now held by Te Papa Museum in Wellington.

Pictures of the new stamps can be found at <http://www.scoop.co.nz/stories/CU0809/S00026.htm>



DOES YOUR CATERING DEPARTMENT NEED A FOOD CONTROL PLAN ?

Following close on the heels of Water Quality Legislation and proposed Wastewater disposal regulations is this piece of recent Legislation which FRONZ members who prepare and sell food in their premises need to be aware of. The New Zealand Food Safety Authority (NZFSA) intends to move food regulation from an inspection-based system to a risk-based approach. This means that instead of the responsibility for food safety being placed on inspectors to find any problems, responsibility is moved to the person in charge of the food operation who must be proactive in the way they manage food safety and suitability and must demonstrate how they manage food safety. This will bring New Zealand practices in to line with most other developed countries

New Zealand's food regulatory regime has not been thoroughly reviewed for over 30 years. Since 2003 NZFSA has been conducting a major review of New Zealand's domestic food laws in order to:

- address inequities in the way the food industry is regulated across the country
- clarify the roles of the regulators (NZFSA, Public Health Units and Local Councils)
- stem the continued rise in the number of reported food-borne illnesses.

Your local council will keep you up-to-date with developments.

Off-the-peg Food Control Plans are available along with much further information from the NZFSA website at <http://www.nzfsa.govt.nz/policy-law/projects/domestic-food-review/vip-information-doc/index.htm>

A Food Control Plan gives operators

- * Step by step guidance on food safety procedures with tips for managing food safety supporting materials such as fridge magnets and posters to remind staff about key points of food safety
- * A digital thermometer !
- * Checklists and forms for recording regular activities
- * A diary for recording unusual events and follow-up actions
- * An excellent Staff Training Tool
- * A certificate of participation

Why Bother ?

-1- **With a Food Control Plan** in place (registered as a Food Safety Programme) **an operator will be EXEMPT from the Food Hygiene Regulations.** A Council Environmental Officer (EHO) will verify that a business is following its Food Control plan and that it's appropriate for that business. The verifier does this by reviewing records, talking to management and staff and visually assessing the business activities.

-2- The new Food Act will require nearly all commercial food businesses to have Food Control Plans; food sectors will be brought into the new system over a five year period. **Those operators who opt in now will have the chance to keep their Food Control Plan in place til the end of the 5-year period.**

Under the Food Bill provisions will be made to enable cost of compliance to be recovered. However, under VIP, (Voluntary Implementation Plan), NZFSA considers, given compliance activity initially will be via the auditing function, **no specific compliance cost recovery provision will be necessary.**

Costs will be incurred with the appointment of Territorial Authority Auditors and Environmental Health Officers (EHOs) as Food Act Officers. Territorial Authorities will need to apply to NZFSA for approval of EHOs as off-the-peg Food Control Plan (Food Safety Programme) auditors. The cost incurred by NZFSA would routinely be charged to the applicant. **As an incentive under VIP, NZFSA will fund this process.**

(Notes prepared by "Kill-Joy" of Auckland !)



**'JOURNAL' # 68 WAS PUBLISHED BY FRONZ
ON 3RD SEPTEMBER 2008
CONTENTS MAY BE RE-PUBLISHED WITH ACKNOWLEDGEMENT**