



JOURNAL

OCTOBER 2008
ISSUE # 69

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

FRONZ LOSES ANOTHER MEMBER	2	MUSEUMS WEBSITE LAUNCHED	3
DF 1501 PREPARES TO HEAD SOUTH	2	SX CARRIAGE SEATS AVAILABLE	3
HELEN FIELDING MOVES ON FROM M.O.T.	2	HARD-TO-GET COACH-BUILDING SCREWS	4
EMPLOYMENT RELATIONS ACT 2000 AMENDMENT BILL (2008)	2	OBITUARY : COLIN PERFECT	4
CONFERENCE 2009	3	SENDING ON FRONZ 'JOURNAL'	4
FRONZ MEMBER STATISTICAL SURVEY	3		



There is overwhelming evidence that the meteoric rise in fuel costs is having an effect right across New Zealand's population. Commuter services, both rail and buses, are under pressure from quite dramatic increases in patronage, probably unprecedented in our recent history as people leave their cars at home and look to public transport. The Automobile Association was reported in the *N Z Herald* on September 30th as saying that in a recent survey of members, 15 % said they

were using public transport more often, 29 % said they were walking more, and 50 per cent said they made fewer trips in the car, both during the week and at weekends. It's that last figure that is worrying some FRONZ members, especially those located some distance from their nearest population centre, or relying on passing traffic for either planned or "spur-of-the-moment" patronage. Not only is this beginning to bite in terms of numbers through the gate, or riding heritage rail, but also the volunteers, vital to crew our trams and trains and keep them well maintained, are paring back their contributions, or so anecdotal reports reaching me, are saying.

A couple of members have taken to investigating the opportunity for car-pooling of volunteers and then to offer the driver a token amount to cover fuel costs where they are arriving with a minimum of three workers for a day. A \$20 fuel voucher for the driver who provides pool transport is unlikely to break the bank as much as it would if these people didn't turn up at all. Nominating one or more days of the week as the preferred day for work parties also helps concentrate the numbers available to car pool, rather than having workers turn up as before, on any day that happens to suit.

I am heartened by the quite staggering increases in visitor and ridership numbers which have just been provided to FRONZ in its latest statistical survey of members (see inside this edition). It seems likely that this growth may be arrested or even turn negative during the Summer ahead, traditionally when most FRONZ members experience their biggest patronage. No doubt you will be reviewing your services and timetables, so that you maximise "bums-on-seats" whilst keeping running and fuel costs to the minimum, consistent with offering similar high levels of service. It seems certain that fuel prices are unlikely to return to previous levels at all, let alone any time soon.

Meantime, this month sees many of us gathering at Feilding for the railfans' celebration of the Centennial of the North Island Main Trunk. I look forward to another feast of rail heritage and to meeting many of you there, or along the way. Warm regards

FRONZ LOSES ANOTHER MEMBER

Not unexpectedly, we are advised that Hamilton's DF 1501 Charitable Trust has taken the decision to wind up. This is directly due to the fact that the locomotive is moving to the Christchurch base of the Diesel Traction Group, although also contributing to the decision has been the long term dilemma the Trust faced in finding a workshop in which to start work overhauling the spare motor.

This small team of mainly loco engineers and maintainers based at Te Rapa Depot, can hold its head up high, having raised funds for a Top End overhaul Kit for the motor which they imported some time ago. The Kit is being donated to the DTG, who are very grateful for the helping hand.

Whilst we are sorry to see the team disband, their decision is completely understandable under the circumstances.

DF 1501 PREPARES TO HEAD SOUTH

2



DF MEETS DF @ WESTFIELD LOCO : T BRADLEY PHOTO

An unusual scene photographed at Westfield Loco shows EE Df 1501 and GM Df 7160 nose to nose and coupling up for a move. OnTrack have given the Diesel Traction Group the GO to have 1501 towed south to Christchurch following an in-depth risk assessment by both the DTG team and KiwiRail. As yet there is no date for the tow to begin but it will be worked into the programme given the slower-than-normal running speeds approved for the tow.

HELEN FIELDING MOVES ON FROM M.o.T.

FRONZ Conference stalwart and good friend of the rail heritage industry, Helen Fielding, who has worked in a senior advisory role in the Ministry of Transport for many years, is moving on to join the Alcoholic Liquor Advisory Council. (true, !) We are genuinely sorry to lose Helen as a key contact at the Ministry and hope that whoever replaces her is as helpful and responsive as Helen has been. The FRONZ team wishes her well in her new ALAC role as a Principal Adviser. Who would have thought ?

EMPLOYMENT RELATIONS ACT 2000 AMENDMENT BILL (2008)

If you have paid employees, you need to know that this Bill was enacted by Parliament on 3rd September 2008.

The Bill provides for >

- * One 10-minute break for two to four hours' work.
- * One 10-minute break and one 30-minute break for four to six hours' work.
- * Two 10-minute breaks and one 30-minute break for six to eight hours' work.
- * For more than eight hours, the rules apply again.
- * Where reasonable and practicable, facilities and adequate breaks must be provided to allow mothers to breastfeed or express milk.

According to our recent survey, FRONZ members now have some 104 full time equivalent paid staff, so these new provisions should be of interest to quite a few. !!

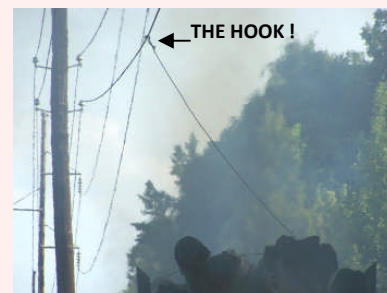
NOT THE DESIRED OUTCOME !



When a Truckie in the USA threw a chain over his load of logs to secure them, he didn't figure on tangling up the chain in an overhead power line.

The 7.2 kV overhead line quickly shorted to earth and though the trucker was not electrocuted, he got one heck of a fright. The tyres on the truck melted in a few moments and the whole rig and its load was ablaze shortly afterwards.

Check the hazards on your worksite and **look up to live !**



THANKS TO OUR MATES IN COTMA FOR THIS ARTICLE

CONFERENCE 2009 PLANNING UNDERWAY

Scoping of the Programme for our 2009 Conference & AGM is well advanced and we have narrowed down the choice of venues for accommodation and presentations.

If possible we would like to visit all our members in the Christchurch area though in order to achieve this, we will have to include some visits (probably Weka Pass and McLeans Island) on Friday 29 May. If this year's coach trip to Waihi is anything to go by, there seems to be enough demand for visits arranged on the Friday so pencil in to spend Friday thru Monday with us and we will ensure your time is well-utilised. Visits to the Ferrymead-based organisations will be on Monday morning and conclude after lunch, so that delegates can reach home the same evening.

Several organisations have indicated support for our delegates and other sponsorship is being sought in order to keep registration fees down.

Meantime, if you would like to offer a Paper for Presentation, now would be a good time to put your hand up and let us know. Email dillicar@ihug.co.nz

SX CARRIAGE SEATS AVAILABLE

We are advised that United Group Limited have available at Hutt Shop, free to a good home but transport at your expense

~ 25 No. fabric-upholstered seats in good condition

with a further ~ 50 seats to follow in the next month or two

ex the "SX" carriage sets which are being overhauled for Auckland.

These are push-over seats of greater dimension but similar to the seats in the English Electric EMU's that run in Wellington.

They are attached at one end to the wall of the carriage and at the other have a single leg to the floor.

Further information and applications to be made to

Karl Bouterey
Production manager, Projects,
United Group Ltd @ Hutt Shops

Phone (04) 498 3100

karl.bouterey@unitedgrouppltd.com

These seats will not be kept. If there are no takers they will be disposed of quickly.

NZ MUSEUMS WEBSITE LAUNCHED

The all-new New Zealand Museums website has been launched at a function at Te Papa National Museum on September 19th. Details and access to a free entry for your project can be found at

<http://www.tepapa.govt.nz/TePapa/English/NationalServices/SupportingMuseums/NZMOL.htm>

FRONZ MEMBER STATISTICAL SURVEY UPDATE

It has taken longer than we aimed for, but we finally have the returns in from all but one member and the results are rather rewarding and encouraging for our Heritage & Tourist rail sector. Thank you to all those who responded with your figures, especially those who did so without prompting. !

Returns confirm that we now have SEVEN members in the "Million Dollar Plus" Club for **gross annual income** derived from rail activity.

Members carried just on 860,000 **passengers** last year either on their own railways (768,000) or on the OnTrack Network (91,000) while **running** 280,000 kilometres (250,000 km on their own track and 30,000 km on the Network.).

In addition, at least **330,000 visitors** visited our sites without taking rides.

FRONZ members have a creditable **170 km of track** open for business, most of it maintained by volunteers and including **80 road or pedestrian level crossings**.

Together we created **98 fulltime equivalent paid jobs** and used the services of **944 volunteers** amongst our **5,400 members**.

That's a very creditable performance which we should be very proud of, and a great contribution to the services provided for both tourists and recreationalists alike. !



A 428 hauls a Special run for festival goers through the Weka Pass at dusk on 27 September. The train comprised Steam Inc carriages and F394 from the GVR. Inter-group co-operation has seen some stunning photos over recent months. This one comes from DLA (Dave) Turner.

HARD-TO-GET COACH-BUILDING SCREWS

Thanks to COTMA for these tips in their latest Newsletter
>

Leyton Chan of MOTAT, has researched this growing problem and advises -

"We have found that round head and oval head screws are all but extinct in our country; and only the largest hardware stores still stock a pitiful selection of flat head screws (at exorbitant prices). As far as I can see the only market which still demands these screws are the traditional wooden boat builders. At present I source all wood screws through a company in Rhode Island USA called Jamestown Distributors; whom still have a very large selection of all types including larger sizes (up to 24 gauge) in silicon bronze. Service is excellent and ordering is easy online. For hard to find or custom sizes it is heartening to know that there are at least two companies who are able to make sizes 2 to 24 gauge, both in USA - the Narragansett Screw Co, and Goulet Specialties. I did get a quote once for 100 24g x 2½" brass oval headed screws (for attaching handrails); needless to say it was a 4 figure sum! There continue to be many suppliers of the smaller flat head screws from online mail order firms such as Lee Valley & Vertitas (Canada), Woodcraft USA etc.

One thing though I still can't find any reliable supply is for bright nickel or chrome plated screws (for trams built from late 20s on such as Auckland streamliners and Adelaide H cars). My only solution there is that when we come to need these we will have to get standard screws electroless plated. Perhaps France, with it's ebeniste tradition may be the last place we could find these?"

SENDING THIS "JOURNAL" ON TO OTHERS ???

It seems that several recipients of JOURNAL are sending it on to others. I've had an astonishing number of people who are **not** on our distribution lists, contact me to ask that I stop sending them FRONZ material !! (the ant-spam legal requirement). As you can appreciate, it is impossible to stop sending people something you are not responsible for sending them in the first place !!

If you are sending our material on, please ensure that the people you are sending it to, actually want it, and perhaps more importantly, please realise that all material from FRONZ is paid for by the subscription that your Society pays us. It is meant to be for the Management Team and others that have been approved by your Management Team, and not for general release. We are always happy to add more e-mail addresses to our list provided they come to us from your Management Team. Similarly people who have dropped out should be removed by sending us a note.

OBITUARY : Colin Perfect :



Euan McQueen writes on 1 October 2008 : It is with great sadness that I tell you that Colin Perfect died suddenly in Wellington yesterday, while awaiting selection for jury service .

Colin trained as an architect, and spent many years in the Architectural Group in the old Post and Telegraph Department. About 1980 he moved to the then Railways Corporation, where he was involved in property development projects. In the mid 1990s he joined the Rail Heritage Trust of New Zealand as a Trustee, where he served with great distinction until his death. His architectural training was of great value to the Board, and it was in this period that he developed special skills in the preparation of conservation plans. These were applied to structures, and increasingly to tramway, railway and cable car restoration projects. Perhaps the best known was the "Grip Car 3" restoration for the Wellington Cable Car Museum, but he also did a detailed report for Climax 1317 at Te Awamutu, Twin-set 88-seat railcars, as well as other like projects.

He was a meticulous researcher, and the recent group of articles in Railfan on the Drewry railcars is a classic example of Colin's work. He travelled widely, and used a lot of his time overseas researching his projects. And, of course, he was deeply involved in tramway restoration and in particular as an active member (and past-President) of the Wellington Tramway Museum at Paekakariki, where he was working a few days before he died.

He leaves a legacy of well planned and researched restoration projects, of high standards in whatever he did,,and as a thoroughly pleasant man who knew a great deal, but handled that knowledge in a quiet,modest, and always genial style. He will be greatly missed by his many friends in both tramway and railway restoration groups, and by his colleagues in the Rail Heritage Trust of New Zealand.



**JOURNAL # 69 WAS PUBLISHED BY FRONZ ON 15 OCTOBER 2008.
THE CONTENTS MAY BE REPUBLISHED WITH ACKNOWLEDGEMENT**