



# JOURNAL

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## 'KINGSTON FLYER' FOR SALE

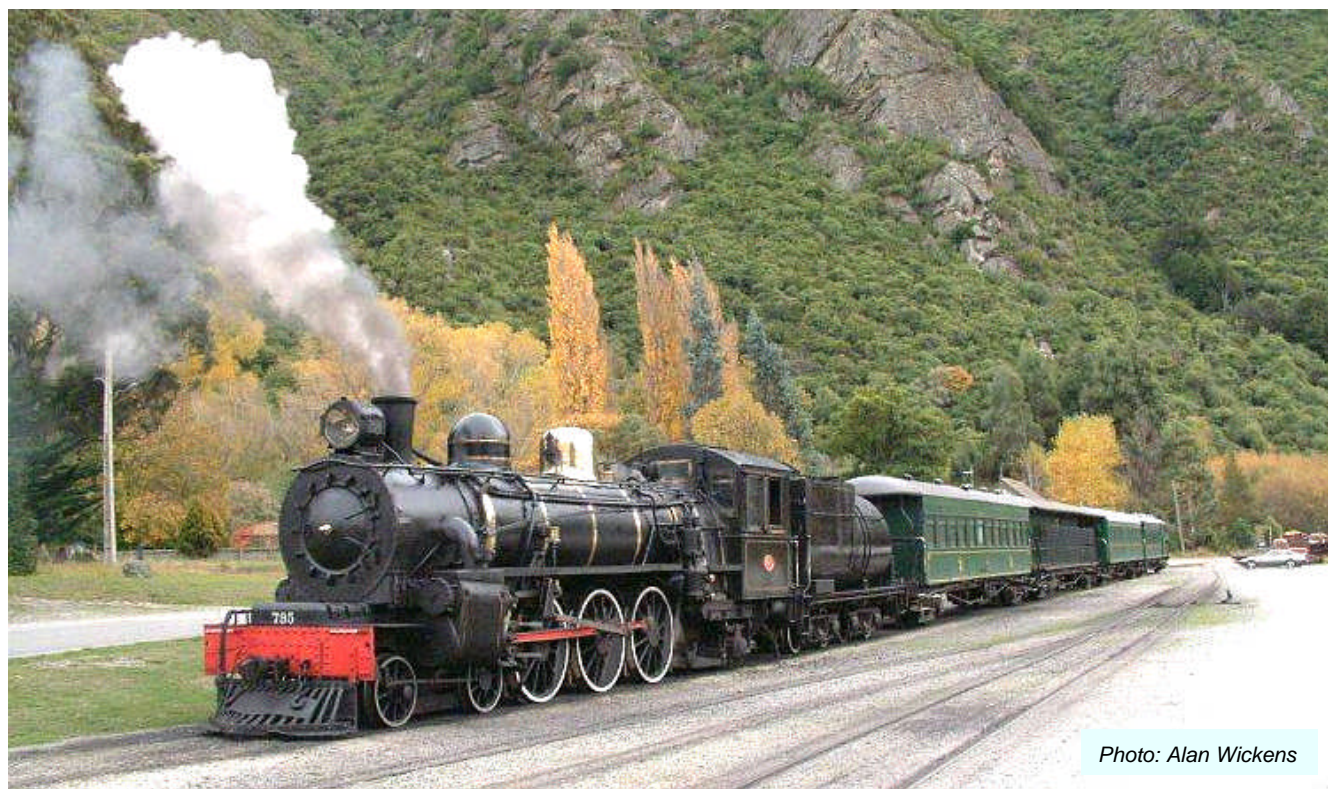
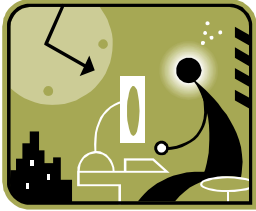


Photo: Alan Wickens

As predicted by many, the iconic Kingston Flyer and associated assets have come up for sale. With an asking price of \$ 3 Million, the sale covers the locos, rolling stock, stations at Kingston and Fairlight. and includes a 4.6 hectare development site. The bar, café and tavern at Kingston is included, but it is unclear whether the rail corridor and track is included.

Details are available from the website

[http://www.tourismproperties.com/home/property\\_search/details/id\\_471](http://www.tourismproperties.com/home/property_search/details/id_471)



## NORTH ISLAND MAIN TRUNK CENTENNIAL : FEILDING EVENTS

**CONGRATULATIONS** to all those people and organisations involved with the planning and execution of these events, centred on Feilding during Labour Weekend, 24-27 October 2008. Though there were times when resources were rather stretched, all things considered about the extremely ambitious programme, “we “did rather well.

We must have done, as the letter reproduced below indicates that the Office of the Rail Regulator was impressed with the performance. Backing up the professionals from OnTrack and KiwiRail, I'd particularly like to acknowledge the teams from Feilding & Districts Steam Rail Society, Steam Incorporated, Mainline Steam Trust, Pahiatua Railcar Society, Taieri Gorge Railway, SteamRail Wanganui and Friends of Waverley Station Society who lent their shoulders to the wheel and helped each other in a friendly and affable atmosphere, despite the long hours.

I'd particularly like to mention Russell Wiseman who rallied the whole town behind this event and in particular the work of Helen Worboys of Feilding Visitor Centre. Russell has not been well lately and we wish to especially acknowledge his huge effort to ensure the events were worthy of his community.



3<sup>rd</sup> November 2008

Grant Craig, Ian Cotton, Paul Dillicar, Phillip O’Connell, Feilding and Districts Steam Rail Society, Steam Inc, Mainline Steam, Pahiatua Railcar Society,

Dear Sirs

**NIMT CELEBRATIONS FEILDING LABOUR WEEKEND 2008**

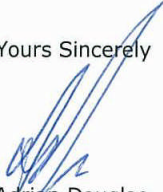
I wish to congratulate you and your members for the excellent effort that was put in to making this weekend the success it was. I know that many hours were put in both before and during the weekend – and it showed with the successful result.


What a pleasure it was for us to see many organisations working together to achieve a successful outcome with safety being in mind at all times.

It was pleasing to note the particular emphasis on safety during the weekend with effective operational control, barriers and crowd control in place, Hi Vis use prevalent, and a firm line taken on trespass on the corridor. Your efforts in this regard were very much appreciated.

Please feel free to pass the contents of this letter on to members of your respective organisations.

Yours Sincerely

  
Adrian Douglas  
Senior Advisor Rail  
Rail Regulation

  
Graeme Hudson  
Senior Advisor Rail  
Rail Regulation

## AFFABLE AFFILIATES



Two international visitors who crossed the ditch to experience the Feilding events associated with the Centennial of the North Island Main Trunk are Paul Rollason (L) and Peter Silva, who are respectively, the first Chairman and the current Chairman of our affiliate ATHRA (Association of Tourist & Heritage Railways Australia). They have been unusually quiet since experiencing the big Taumarunui Excursion which got them back to their hotel over 3 hours late (perhaps reminding them of a recent Australian excursion which finally made it back to Melbourne at 0400.). Nice to see you here guys here savouring our delights.. Two other Tour Groups from Australia came over for the NIMT events, and Mainline Steam had a number of foreign tourists from exotic places in their tour party. Our growing reputation for value and friendliness, together with photo opportunities, cab rides and other worthy experiences long vanished from overseas tours, is a strong selling point for rail tourist ventures promoted by FRONZ members.

**NOTHING DOING !** : Ex-pat Kiwi, Roger Stanton, who led a tour of 20+ Australian railfans here for a 2-week tour over Labour Weekend, was disappointed that **two** of the heritage railways with whom he had made arrangements for visits, (and paid in advance), were actually closed when his Group ("Trainaway Tours") arrived. Needless to say this went down like a lead balloon. We will not name them here as the matter has been taken up with them both directly, but, how sure are you that this sort of thing could not happen at your project ? Is there a clear communication channel between your Admin and Reservations people and your Operations and Roster staff.?



## IMPORTANT POINTS FROM THE CHARITIES COMMISSION

### Notification of changes and the Companies Office

If your charity wants to change its name, or its rules and your charity is registered with the Companies Office as an incorporated society, an incorporated charitable trust board (also known as a registered charitable trust), or a company your changes must be approved by the Companies Office **before** you notify them to us. This includes changes you make to your rules to meet the requirements of the Charities Act. So, for example, if during the application process, you need to add a clause to your rules to satisfy us - you must get the approval of the Companies Office first (to make sure the change doesn't alter your status with the Companies Office). After that you can let us know of the changes and we can continue to process your application. So, wait for acceptance of the changes from the Companies Office before completing your notification of change to us. Then the Charities Commission can update your changes on the Charities Register.

For more information please see our information sheet [What to do when something about your charity changes](#) SEE [http://www.charities.govt.nz/news/fact\\_sheets/changes.htm](http://www.charities.govt.nz/news/fact_sheets/changes.htm)

For further information on notifying changes to the Companies Office, please contact the Companies Office on 0508 762 438 or visit their [website](#) SEE <http://www.charities.govt.nz/index.html>

### Timeframe for reporting Notification of Changes and Filing Annual Returns Notification of changes

Once you are registered, you must notify us of changes to your name, address, officers, balance date, rules or purposes. To do this you will need to send a Notification of Changes to the Commission. See our information sheet [What to do when something about your charity changes](#) for more details: The Notification of Changes must be sent to us **no later than three months** after

:

- the change takes place, or
- your charity becomes aware of the change, whichever is the later.

Some changes that you need to tell us about may take place at your annual general meeting (AGM). In this case, you may choose to notify us of changes as part of your Annual Return; in which case we must receive your *Annual Return Form* within three months of the changes being made.

## NEW SOCIETIES & TRUSTS WEBSITE NOW LIVE

The Ministry of Economic Development is pleased to announce that a new look website for Incorporated Societies and Trusts was launched on 7 October this year.

The revamped website will continue to be the place to search for Incorporated Societies and Trusts, upload financial statements and maintain details. There will be no change to the online services available on the website.

The revised site will contain a host of new improvements including:

- improved information
- improved site navigation
- better website searching
- a wider range of customer support services
- helpful links to other sites containing relevant and specialised information.

The website will add value to the New Zealand business community by better serving the voluntary sector and providing clear and up-to-date information to all

## NEW DEFINITION OF 'SERIOUS HARM' FOR H S E ACT

Press Release by New Zealand Government at 10:14 am, 23 Oct 2008

Labour Minister Trevor Mallard announced today the government is changing the definition of 'serious harm' under the Health and Safety in Employment Act 1992.

The term 'serious harm' is important because it sets a benchmark that imposes a legal obligation on employers to report workplace illness and injury, and to manage the hazards that caused them.

"The new definition aims to make the law clearer, so it will be easier for employers to understand their obligations to report worker injuries to the Department of Labour, Civil Aviation Authority or Maritime New Zealand (for the relevant sectors). Public consultation last year provided almost unanimous support from 116 submitters that there was a need to revise the definition of 'serious harm'," Trevor Mallard said

The proposed new definition will replace the current list of conditions and circumstances with a simpler three-stage test.

**'Serious harm' will comprise three main categories of harm:**

**\* trauma injury: physical harm arising from a single accident or event and defined by the degree of physical incapacity**

**\*acute illness or injury caused by exposure to certain workplace hazards, and requiring medical treatment**

**\*chronic or serious occupational illness or injury: physical or mental harm requiring hospital admission, in-patient surgery, or able to be confirmed by a specialist medical diagnosis.**

For trauma injury the new definition will replace the problematic term "temporary severe loss of bodily function" (that is in the current definition) with "physical incapacity". "Physical incapacity" will mean a person is "unable to perform their normal duties for a period of seven or more calendar days".

The new definition will also clarify the coverage of cases of chronic occupational illness and disease, and occurrences of mental harm arising from the workplace. Also included will be cases of acute illness or injury, or unconsciousness, resulting in medical treatment and caused by: lack of oxygen; hazardous substances; electrical, combustible or mechanical energy sources and falls from height.

These incidents are included because they point to hazards in the workplace that need to be addressed immediately. "The current definition has always been difficult for users to interpret and apply and there have been gaps in coverage," Trevor Mallard said.

"Because its wording is unclear, various court cases and attempts by the Department of Labour to provide guidance have failed to provide clarity. The proposed new definition will be clearer and more transparent for users. It will improve the level and quality of reporting and compliance with the Health and Safety in Employment Act generally.

"It will set an appropriate and effective threshold for reporting of serious harm for the purposes of the Act, balance employer and employee concerns, and improve the law's effectiveness."

The Department of Labour, together with Maritime NZ and the CAA, was notified of about 6500 occurrences of serious harm in workplaces each year. Most reports were to the Department of Labour.

The Parliamentary Counsel Office will now start drafting an Order in Council to replace the current First Schedule of the Health and Safety in Employment Act 1992 with a new definition of 'serious harm'. The Health and Safety in Employment (Prescribed Matters) Regulations 2003 would be similarly changed.

It is hoped the new definition will be in place by the end of 2008

## APPROVED CODE OF PRACTICE FOR CRANES

### Feedback sought: Draft Approved Code of Practice for Cranes

Approved Code of Practice for Cranes

The deadline for submissions was Friday, 24 October 2008, and the consultation is now closed. The Department of Labour received a variety of feedback on the draft amendments to the Approved Code of Practice for Cranes. Much of the feedback was extensive and showed a high level of discussion of the issues concerned.

For further information regarding the status of the draft Code, please contact Nikki Jensen, Senior Advisor, Standard Setting, [nikki.jensen@dol.govt.nz](mailto:nikki.jensen@dol.govt.nz) or ph 04 915 4336

The Department of Labour would like your feedback on a new draft of the [Approved Code of Practice for Cranes](#). See > <http://www.dol.govt.nz/consultation/acop/index.asp>

The code is a statement of preferred work practices or arrangements, for the purpose of ensuring the health and safety of people to whom this code applies and people who may be affected by the activities covered by this code.

This code was prepared by representatives of the crane and inspection industries and the Department of Labour. Its purpose is to support the requirements of the Health and Safety in Employment (Pressure Equipment, Cranes, and Passenger Ropeways) Regulations 1999 and the Health and Safety in Employment Regulations 1995.

This code covers, but is not limited to, the following types of crane:

Dockside (including crawler) truck loader type	derrick/post/jib pillar/column container	overhead travelling/ gantry/monorail mobile tower (including self-erecting)
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It also covers the following equipment when being used as a crane:

forklift trucks	material handlers	telehandlers
earthmoving and forestry equipment		

*Unfortunately this website Notice was not advised to FRONZ and we discovered it too late to advise members as below >*

We invite you to make comment on the code and its relevance and usefulness to your workplace or sector.

Please complete the [Feedback Response Form \[RTF, 4 pages, 94kB\]](#) and return it by **25 October 2008** via post, email or fax to:

Nikki Jensen  
Senior Advisor, Standard Setting  
Department of Labour  
PO Box 3705  
Wellington  
Fax: 04 915 6239  
Email: [nikki.jensen@dol.govt.nz](mailto:nikki.jensen@dol.govt.nz).

## MUSEUM DEVELOPMENT GRANTS : News from Te Papa

### Museum and Iwi Development Grant closing date – Friday 16 January 2009

The next round of the Museum and Iwi Development Grant closes at **5pm on Friday 16 January 2009**.

Please have your application in by this date after consultation with a National Services Te Paerangi Manager or Development Officer.

To see what projects Te Papa have supported in the past see our website.

#### Want to know more?

Website [www.nationalservices.tepapa.govt.nz](http://www.nationalservices.tepapa.govt.nz)

Email [natserv@tepapa.govt.nz](mailto:natserv@tepapa.govt.nz)

Call 0508 NSTP HELP (0508 678 743)

## SAFETY ALERT : USE OF MOBILE TELEPHONES DURING SAFETY-CRITICAL WORK.

The USA Federal Railroad Administration (FRA) issued Emergency Order 26 on 3 October 2008, concerning the use of mobile phones on USA trains. It can be accessed on <http://www.fra.dot.gov/downloads/PubAffairs/EmergencyOrder26.pdf>

The document is titled "Emergency Order to Restrict On-duty Railroad Operating Employees' Use of Cellular Telephones and Other Distracting Electronic and Electrical Devices". The document and related order should be read by tourist and heritage rail managers and workers as it gives details of numerous incidents in the US on railroads following the use of mobile phones by employees.

The FRA Order sets out the prohibitions and restrictions using mobile phones and other electronic equipment that can be distracting while undertaking safety critical duties, but makes provision for the use of railway radio or other communication devices. The Order provides for exceptions such as in emergency situations and when circumstances are provided for in the railroads rules or procedures. In Australia, the Public Transport Safety Victoria (PTSV) has issued a Safety Alert to accredited rail organisations in Victoria bringing this FRA Emergency Order to their attention.

### Key Messages:

- That the use mobile phones and other electronic devices can be distracting while carrying out safety critical work around a railway and result in incidents
- Appropriate procedures need to be put in place to restrict the use of mobile phones around the railway.
- That training, especially in the induction of new workers, in the appropriate use of mobile phones and other devices needs to be incorporated in any training documents and assessments.

### Recommended Actions:

- Ensure your safety and operational and safety-critical workers are aware of this Alert and the FRA report, and that your workers are aware of the issues of using mobile phones and other electronic devices while carrying out safety critical work.
- Put appropriate rules in place on your railway in relation the use of mobile phones and other electronic devices and provide the necessary safety messages and training to workers

*This Safety Alert was reprinted with permission from an ATHRA Safety Alert dated 20 October 2008*

## STEAM-DRIVEN VEHICLE QUALIFICATIONS : A CLARIFICATION

RUSSELL GLENDINNING HAS WRITTEN TO FRONZ AS BELOW, HIS REMARKS HAVING THE ENDORSEMENT OF YOUR FRONZ SDV QUALIFICATION CONVENOR, COLIN JENNER :

There seems to be a misunderstanding in some quarters regarding just what each Unit Standard allows the holder to do.

May I suggest to all steam groups, assessors and trainers, that due to a number of recent misunderstandings in regard to what duties a holder of Unit Standard 21755 can undertake, I would like to clarify the matter.

A holder of Unit Standard 21755 **cannot drive** a steam driven rail vehicle on a rail site unsupervised, they must have a person holding Unit Standard 11158 in the cab at all times and should be under training. Unit Standard 21755 allows the holder to raise steam and operate attached fixtures but they **must not** move the vehicle.

If not complied with, this could become a safety issue which could have severe consequences should anything go wrong, as things sometimes do.

I have to clearly state that each group is responsible for their own decisions on this matter\*\* and this is only meant to draw your attention to the differences between Unit Standards 21755 and 11158 and what each represents, it is not intended as a directive.

*Russell Glendinning*

Moderator/Assessor Steam Driven Vehicles

\*\* This should be covered by your Rail Safety System & Case

## PAEKAKARIKI “PLATFORM” POSTSCRIPT

It was recently with pleasure that members of the Paekakariki Station Precinct Trust were invited to attend the Wellington Airport Regional Community awards and formal presentation dinner for Kapiti. These regional awards recognise voluntary/not for profit groups working in the community and are sponsored by the Wellington Airport, plus Councils, hence the name. This year, the recently restored Paekakariki signalbox won the Kapiti Coast District Council award for the Heritage & Environment category. Receiving the award was an honour in itself, but an even bigger surprise awaited us on the night. Imagine our surprise when the signalbox was announced as the Supreme Award Winner out of all categories for the Kapiti Coast. This also means that we are automatically entered as Kapiti Coast District Council's entry in the supreme awards for the greater Wellington Region. We were still reeling from winning the supreme award, when advice was received that the signalbox had won a Department of Conservation's Wellington award, for restoring the signalbox in time for the NIMT Centenary celebrations. Being 1 out of only just 7 awards given per annum and presented by the Hon. Steve Chadwick, Minister of Conservation, at the Beehive, this is a prestigious award. It was interesting to learn that there are over 200 conservation groups in Wellington, making it the true Capital of conservation work in this country. It was my pleasure to accompany Kapiti's Mayor, Jenny Rowan, to the DOC awards. Jenny was team leader of the signalbox restoration. We are very fortunate to have a mayor who is very fond of heritage and who is taking a major interest in rail's heritage on the Kapiti Coast. Jenny was formerly mayor of Inglewood, and saw much of that town's building heritage disappear, and is also well aware of the problems surrounding Inglewood's historic railway station. She is determined not to let it happen here as well. Mark Gullery, Regional Manager of ONTRACK accompanied us to the awards, as we always considered him to be part of our team. It was Mark's "no nonsense" attitude which made the shift back to the platform and thus the final restoration possible. Big thanks are due to Euan and Mike of the Rail Heritage Trust of NZ and also to David Watt of NZ Historic Places Trust Wellington Branch for their nominations. It was a pleasure to see both Mike and David at the DOC awards. The DOC award is the same one bestowed on "Cylcops" the red EMU unit a couple of years back, which had me thinking. It is tremendous to see that DOC is recognising rail heritage, as indeed, this is conservation of NZ's history. It would be nice to see more rail orientated groups receive this type of recognition for their efforts. If you see a project which has an interesting tale behind it, or which has been a long and hard struggle, as is the case with most rail restoration projects, then why not get behind a group and nominate them. This could include the regional as well as DOC awards, and it would be worth while researching what other awards are out there. Any monetary prizes which accompany the awards are a bonus in themselves, and something which would be more than welcome in any voluntary group.

*Chris. Johnson*

## MORE FEILDING MOMENTS



**WAB 794 IN FULL FLIGHT : David Maciulaitis**



**F 163 NEAR BUNNYTHORPE : Paul Dillicar**



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**CONTENTS MAY BE REPUBLISHED WITH ACKNOWLEDGEMENT**