



# JOURNAL

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## IN THIS ISSUE

"GUMDIGGER" CARRIAGE OFFERED ..	2
AMUSEMENT DEVICES REGULATIONS ..	2
TE PAPA NATIONAL SERVICES NEWS ...	3
RESALE ROYALTIES BILL AXED ... ..	3
DF 1501 UPDATE .....	3
FRONZ 2009 CONFERENCE PROMO .....	3
CHARITIES COMMISSION REMINDERS ...	4

MUCK WAGON PLANS WANTED ... ..	5
ONLINE DoL HAZARD HANDLER ... ..	5
TV DOCO ASSISTANCE ... ..	6
FRONZ EXEC MEETING REPORT ... ..	6



There is good news, and bad, from across the ditch in Australia, for rail heritage operators. The bad news can be summed up in reports related to extreme weather events which have seen Victorians suffer from the worst Bush Fires in living memory with whole communities wiped out and at least two heritage rail operations severely affected. At the other extreme, Queensland has suffered from major flooding events and the destruction of infrastructure at several rail heritage sites has again been on a never-before-seen scale. I am sure that FRONZ members would join their Executive in expressing their sympathy for all those communities and brotherhoods in recovering from their losses. As just one example, typical of the Victorian fires situation, the Daylesford Spa Railway report losing 1 mile (1.6km) of track with 2000 sleepers burned out. Also afflicted was the Yarra Valley Railway with 5 of 6 trestle bridges earmarked for service restoration, now believed to be beyond salvage.

I have just returned from a short holiday in Tasmania where I took the opportunity to visit a number of heritage rail sites thanks to my host Kevin Warner (a 1970's RES Committee Member) and his wife Wendy. The State is not known for its leadership in things rail, with souring relations between rail operator Pacific National after the Government was forced to buy back the national network and inject lots of money (by way of a contract with QR infrastructure) to save it from collapse. Sound familiar? Nonetheless, in a State of the State Speech by Tasmania's Premier David Bartlett on 5<sup>th</sup> March, Mr Bartlett included the following extraordinarily visionary remarks. "Mr Speaker" he said, "Another of Tasmania's tourism attractions that I believe we can make more of is our network of heritage railways. Tasmanian Visitor Survey results show that just over 53,000 interstate and international visitors have a heritage rail experience in Tasmania during their visit. I recently announced more than \$180,000 to support the Don River Railway to upgrade and refurbish their rolling stock and steam locomotives. Many of our small railways are run by preservation societies, supported by a dedicated and passionate team of volunteers and enthusiasts. We have the opportunity here to harness that passion and create a world-class network of rail experiences across Tasmania. To do that we will need to help existing operators face issues including access to mainlines, public liability insurance and better marketing opportunities. I announce today that the Government will commission the preparation of a four year strategic plan for rail tourism in this State, to resolve those issues for the long term. Heritage railways are not a part of the problem for rail in this State - rather they can be a part of the solution."

### *Editorial continued*

Echoing similar sentiments, New South Wales Minister for Transport, David Campbell, turned the first sod to mark the start of an \$ 8.6 million upgrade to the Rail Heritage Centre at Thirlmere. Mr Campbell was attending the Thirlmere Festival of Steam and said he expected the upgrade would lead to the Centre becoming a major tourist drawcard for the region. "The upgraded centre will ultimately offer a highly attractive environment for interactive exhibitions, steam train rides and for the telling of the story of the NSW railways," Mr Campbell said.

Whilst the media across Australasia and the World, continues to tell its readers and viewers about the perilous state of global economies and government coffers, it seems that some Governments at least have seized the opportunities that heritage rail has to offer in tourism and cultural heritage and have put their shoulder to "our" wheel. It cannot be lost on most readers of "JOURNAL" that a similar opportunity exists for our own Prime Minister and Minister of Tourism, John Key, to follow suit.

## FREE – TO A GOOD HOME

### Core components required to rebuild an 1884 Gumdigger Carriage PWD 189

Currently located at Ormondville Station

#### History

"Gumdigger" Cars were built 1882-1887. These cars have a unique history as they were designed, built and operated initially by the PWD.



They were a whole train in one car - having four compartments, providing first & second class, smoking & non-smoking. This car was written off in 1933. The picture by Trev Terry shows one in service in Christchurch in 1950. (*larger version available on request to Paul Dillicar*)

#### Body components.

Body components came from Ashburton - there was half a body there ~ built 1884. It had much decay but sufficient sample body parts were available for patterns

#### Complete chassis

Chassis recovered from Tomoana meat works where it was used as a flat deck. It was originally off a 'Turtle Back' car built ~1897. Correct length ok, wood steel composite frame, bogies are close to original

Restoring at Ormondville and staying there is an option. Near complete specs and drawings available to new owner. Phone Wayne 04-232-5244. Email Wayne at [wayne@hasteway.co.nz](mailto:wayne@hasteway.co.nz)

## AMUSEMENT DEVICES REGULATIONS & DEPARTMENT OF LABOUR

From time to time we hear of FRONZ members who have had a visitation from a DoL representative asking that they register their railway under the Amusement Devices Regulations and Machinery Act (as well as under the Railways Act 2005, or instead of it). . If you have had such a visit in the last 6 months and can provide details, please contact FRONZ President, Paul Dillicar [dillicar@ihug.co.nz](mailto:dillicar@ihug.co.nz) as soon as possible.

## NEWS FROM TE PAPA NATIONAL SERVICES



Cable Street, PO Box 467, Wellington,  
**Freephone helpline:** 0508 NSTPHELP  
 (0508 678 743)

Email: [natserv@tepapa.govt.nz](mailto:natserv@tepapa.govt.nz)  
 Website:  
[www.nationalservices.tepapa.govt.nz](http://www.nationalservices.tepapa.govt.nz)

### **National not-for-profit sector conference. Skills to make a difference 19–20 March 2009 at Napier**

Develop the skills needed to succeed in your not-for-profit mission, and be inspired by meeting with other like-minded not-for-profit professionals. This conference combines presentations, skill development workshops, and networking opportunities. For more information visit [www.nfpconference.co.nz](http://www.nfpconference.co.nz)

### **Museums Aotearoa conference Culture–Access–Innovation 15–18 April 2009 Gisborne**

Exploring the challenges of making our museum collections relevant and accessible to all our audiences, MA09 will offer hands-on workshops, as well as keynote presentations and case studies. Curators, directors, educators, exhibition developers, collection managers, and registrars—anyone with an interest in engaging audiences through museum collections—are invited to Gisborne to share ideas and new approaches to museum programmes.

For more information visit [www.museums-aotearoa.org.nz](http://www.museums-aotearoa.org.nz) or email [mail@museums-aotearoa.org.nz](mailto:mail@museums-aotearoa.org.nz)

## RESALE ROYALTY PAYMENTS BILL

On 6 March, the *NZ Herald* reported the Minister of Arts, Culture and Heritage, Chris Finlayson as saying that he would be withdrawing this proposed legislation when it comes back to Parliament after the Select Committee studying the Bill recommended against it becoming law. Initiated by former Labour Cabinet Minister Judith Tizard, the Copyright Amendment Bill sought to introduce mandatory resale rights so artists would receive royalty payments when their work was on-sold.

## TIDY-UP COMMENCES ON DF 1501

Writing to FRONZ on 10<sup>th</sup> March, Diesel Traction Group Chairman, Gerard Greenlees, advised that cosmetic upgrade of Df 1501 was well advanced at its new Ferrymead home. The loco has received new glazing to replace broken or missing windscreen, side cab and headlight glasses. The DTG is also currently seeking quotes to repaint the loco. As agreed with FRONZ, work on a full overhaul will not commence until after the DTG's DG and DI locos are complete.

## FRONZ 2009 CONFERENCE

We are just days away from launching our 2009 Conference Website and commencing both registrations and accommodation bookings at our selected venue. We hope your team has already appointed delegates and they are ready to action their travel arrangements. Only a couple of speaking slots remain to be confirmed. We have another line-up of speakers on a wide variety of topics so there should be something for everyone.

We are pleased with the level of generosity from both our hosts and our traditional sponsors (NZTA and Doc). The Christchurch Tramway Company is sponsoring free tickets for all registered delegates and for Partners, a free Gondola Ride which we hope to include in a Partner Tour for Saturday afternoon.

Weka Pass Railway are sponsoring a free steam-hauled trip behind A 428 to Waikari for delegates visiting on our FRONZ Coach Tour on Friday 29 May.

Canterbury Steam Preservation Society are sponsoring a visit and ride to their McLean's Island site and the Ferrymead park-based members of FRONZ will all have their sites busy with operations for our visitors. A visit to the Christchurch Tramway Co's workshops is included for Tramway delegates, and the company is also sponsoring a number of circuits for a FRONZ Charter tram on Saturday Night.

Accommodation is being arranged by FRONZ at the Conference Hotel for all delegates who book via our Website (while space remains) but with a definite cut-off date of 30<sup>th</sup> April so please act smartly if you want to avail yourself of the special offer of just \$ 104 +GST per room (bed only).

**THIS IS FORMAL NOTICE THAT THE FRONZ 2009 A.G.M. WILL BE HELD IN THE CONFERENCE ROOM OF THE ALL-SEASONS CHRISTCHURCH HOTEL, 72 PAPANUI ROAD, MERIVALE, CHRISTCHURCH ON SUNDAY 31 MA7 2009, COMMENCING AT 0900 HOURS. AN AGENDA WILL FOLLOW.**

### ANNUAL RETURNS ON THE CHARITIES REGISTER

With almost 20,000 charities now listed on the Charities Register, there is a considerable amount of information available to the public about charities and their work. There is also an increasing amount of information about charities' finances available on the Register. More than 2,000 charities have filed Annual Returns with the Commission, which include information about their staff and volunteers, and summary information about their financial performance and their financial position. Remember that the figures in the summary financials are just that – a summary.

Copies of financial statements are also available. Charities must file a copy of their financial statements with their Annual Return, and those are also published on the Register for the public to see.

It's also worth noting that, because different charities use different accounting methods, the figures in the summary might not always precisely match the way information is presented in a charity's financial statements.

### IMPROVEMENTS TO ANNUAL RETURNS ON OUR WEBSITE

The Commission will be working over the next couple of months to make some improvements to how we show charities' Annual Returns and other information on the Register, and to streamline invoices and acknowledgements for Annual Returns filed online. We will let you know closer to the time when the changes are "live", but meanwhile, here is a preview of what to expect:

**Annual Returns :** When the changes are made to our website, a table will show on the summary page for your charity, at a glance, the date the Return is due, a tick if it has been received by the Commission, and a link to the Return. Each year, another row will be added to the table for the most recent Annual Return, so viewers will be able to click between current and past years' information.

For charities registered as part of a group that provide a consolidated Annual Return (that is, containing the collated information of all their group members), the Annual Return will be shown on the Group Summary web page for the group (single entity). For each member of the group, a table on their individual page will show a tick for the Annual Return for the year, and have a link back to the consolidated Return. Individual group members' web pages will also make it clearer that they are a member of a group, and have a more obvious link back to their group's summary page.

**"Past and present" documents:** At present, only the documents associated with the original application for registration are displayed on each charity's summary page. We are making some changes so that charities' past and present documents can be shown in chronological order – as well as the changes showing Annual Returns year by year, a table will show any rule changes and notices of change made after registration.

**Invoices and acknowledgements of Annual Returns :** For online Annual Returns, we are also making some changes. We will generate an invoice as soon as the Annual Return is submitted, and (where applicable) the acknowledgement we send you will also include the invoice details.

(All charities registered with the Commission must file an Annual Return. If your organisation has an annual gross income of less than \$10,000, you still have to file an Annual Return but you do not have to pay a fee. The fee for filing an Annual Return online is \$50. It is \$75 if filed on paper).

### TELLING US ABOUT CHANGES TO YOUR CHARITY

We have recently noticed an increase in the number of people simply sending us emails or letters when something important about their charity changes, instead of using one of our required forms.

Remember, once you are registered, if anything about your charity's name, address for service, balance date, rules, purposes, or officers change, you must tell us using either the Notification of change Form – Form 3 or the Annual Return Form – Form 4. .... A copy of the form will be uploaded to your charity's summary page on the website.

Our information sheet [What to do when something about your charity changes](http://www.charities.govt.nz/news/fact_sheets/changes.htm), at [http://www.charities.govt.nz/news/fact\\_sheets/changes.htm](http://www.charities.govt.nz/news/fact_sheets/changes.htm) has more detail – and remember, you can also complete Form 3 (or Form 4) online. Simply log in to your account, and you can complete and send the forms to us electronically.

## COMEDY CORNER

Sign displayed adjacent to hand-brake on Asian rail vehicle :



## MUCK WAGON PLANS WANTED

I am looking for plans for a four wheel front tipping muck-wagon for the Karamea community.

Between the early 1930's and 1947 there was a PWD line from a quarry to the harbour at Karamea, these four wheel tip wagons were apparently built by NZR for the PWD in 1933. The Karamea Community Group are putting together a sponsorship proposal to rebuild one as they have located all the parts of one wagon that was located in the local swamp.

Jim Staton  
Department of Conservation =

[jstaton@doc.govt.nz](mailto:jstaton@doc.govt.nz)

## USEFUL ON-LINE HAZARD HANDLER AVAILABLE FROM DEPARTMENT OF LABOUR WEBSITE

[www.dol.govt.nz/onlinetools/hazard.asp](http://www.dol.govt.nz/onlinetools/hazard.asp)

The Hazard Handler Online Tool is a free resource that provides small businesses with guidance on:

- \* Managing workplace health and safety
- \* Identifying common hazards in your workplace

The Hazard Handler is designed to help small businesses kick-start their hazard management system. It provides practical information on how to identify and handle both generic and industry specific health and safety issues. If your business is eligible, you can also use the Hazard Handler online tool to apply for the ACC Workplace Safety Discounts programme.

The Hazard Handler provides hints and tips for managing hazards and references to further resources you can explore. It should take up to 60 minutes to complete. When you finish using the Hazard Handler, you can download a personalised Hazard Register. Please note that if the tool is left for 30 minutes on one page, a time-out will occur and the tool will re-set to the start page.

The Hazard Handler also provides application forms for the ACC Workplace Safety Discounts programme. To apply, submit these forms and your Hazard Register to ACC. To be eligible for Workplace Safety Discounts, you must be either self-employed or a small business within the agriculture, construction, forestry, motor trades, or road transport industries. For more information on how to apply for ACC's Workplace Safety Discounts see [Workplace Safety Discounts \[external link\]](#).

Please note that completing the tool and downloading a finished hazard register does not guarantee compliance with the Health & Safety in Employment Act 1992. However, completing the hazard handler provides you with the first steps towards managing health and safety within your workplace.

## FRONZ EXPERIENCING HEAVY WORKLOAD IN CONSULTATION ROUNDS

Though there is little external evidence to be seen, the team at FRONZ is currently and quietly heavily involved in a raft of consultative processes which are making for a heavier-than-usual workload on its Executive. In addition to duties managing the Heritage Network Access Committees and a round of consideration as to the planned 5-year review of those arrangements, we have also been engaged in consultation with the Ministry of Transport on the separate subjects of a Review of Rail Safety & Security and a Review of the Railways Act 2005 especially relating to the reintegration of the former Toll Rail and OnTrack into the new KiwiRail organisation. There seems to be a never-ending stream of reviews and consultations related to heritage and tourist rail issues or affecting our sector. As we go to press we have just discovered another new Consultative series of Documents (closing this month) and subtitled "views are sought on how government agencies can improve citizens' and community organisations' involvement in decision making on issues that affect them".

It is not lost on us, that finding out about this document at the last moment after we have been in the business of building relationships with Government over 32 years, means there is a way to go yet in improving our profile !!

## MAKE YOUR OWN TV DOCUMENTARY

The Open Door project gives access to TV3 Network Television to NZers who are involved in an issue, a cause or an activity that they want people to know about. Funding for its 2009 series of programmes has been approved, and Open Door are currently looking for enthusiastic people to work with, who have something genuine to say.

Visit [www.opendoor.net.nz](http://www.opendoor.net.nz) for more information/allocation forms, for email [opendoor@xtra.co.nz](mailto:opendoor@xtra.co.nz) for more information

## FROM THE FRONZ EXECUTIVE MEETING : 6 FEBRUARY

Your FRONZ Executive team met at Clark & Margaret Simmonds home in Upper Hutt on 6 February (Waitangi Day holiday to most) after attending a Heritage Operators Meeting at OnTrack the day prior. This was our first and only formal face-to-face meeting of the year, which is our normal practice.

Financially we expect to report another strong balance after year end, through prudent management of members subs and after setting aside some surpluses for future expected commitments such as legal fees and insurance premiums. The team decided to again recommend to the next AGM that the current subscription rates remain unchanged for 2009-10, a situation which has prevailed for several years now. On the other hand we have decided to reduce the contributions levied on Heritage Network Operators due to there now being more of them, and the reduction in the number of meetings held by the Operations and Engineering Committees as the processes become more familiar and better understood by operators and their teams. FRONZ believes there are few changes necessary to the current Agreement which comes up for renewal this year, but has expressed some concerns that the amalgamation of Toll Rail and OnTrack has given rise to commercial concerns impacting our members business, and that we ought to have a stronger opportunity for input into the decision-making process. We also have some quite serious concerns over the ongoing shortage of heritage locomotive crew for Network running, and will be seeking to make more urgent resolution to this problem from those who have the power to make decisions. We have been fobbed off for far too long and it is already affecting the ability to run some excursions.

Budgets and Programmes for Conference were signed off and the work of the Executive Officer was reviewed. Paul has made it plain to the Executive that the volume and complexity of work has if anything increased in recent months, and that he will be seriously looking to share some of the burden. One issue which the Executive is taking professional advice on is the potential liability ensuing on private individuals who carry out certain inspection and peer review tasks for Network Operators. We were advised that forming a company to protect these people may be necessary, and, that being the case, the matter is likely to appear on the Agenda for the upcoming 2009 AGM.

Another important matter exercising our minds is the looming shortage of boiler inspectors skilled in heritage boiler construction and repair techniques. We resolved to hold urgent meetings with the major inspection companies in a bid to head off the possibility that they either run out of trained people, or have so few that the costs of securing the services of an inspector becomes commercially prohibitive. One such meeting has already taken place. A speedy resolution does not seem possible and in the event our business is not commercially attractive to the privatised inspection companies we will have to discuss a way forward with the Government which might include our having to include an element of self-inspection – and thus more liability.

We reviewed the Convenors tasks and are generally satisfied with the contributions that each is making in their role which we need to bear in mind is voluntary and in addition to the contributions they already make to their own local project and organisation. Two convenors have made requests for assistance with changes to enhance their outputs and this will no doubt feature in their annual reports. We were also pleased to note the enhanced levels of co-operation we were now receiving from overseas affiliates and decided to send delegates to the ATHRA Conference in Ipswich, QLD, in October at which time there will be a coincidental 4<sup>th</sup> meeting of the proposed World Congress for rail heritage organisations. The FRONZ 2008-9 Annual Report will be circulated after year end on 31 March.

## WATCH OUT FOR OUR AWARDS ENTRY PAPERS COMING SOON



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