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

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FRONZ 2009 CONFERENCE VIRTUAL SELL-OUT

As we go to Press, this year's Conference in Christchurch is a virtual sell-out, still with 4 weeks to go. There are only 2 seats left at the Awards Dinner, less than half a dozen at most Sessions. We have had to hire a second coach for the popular Weka Pass trip on Friday so as not to disappoint at least a dozen who over-subscribed the first one. ! FRONZ Conference seems to have firmly established itself on the Rail Heritage and Rail Tourism Calendar. The 100-seat venue seems only just enough space.

We will not turn away any official member delegates from the AGM that have not yet booked, and will try our best not to hang out the "HOUSE FULL" sign before every available seat has been taken.

CHANGES IN THE RAIL REGULATOR'S OFFICE

FRONZ has just received the following letter from NZTA's Group Manager, Access & Use, Ian Gordon >
"Realignment of Rail Safety Team at NZ Transport Agency

I am writing to let you know about some changes as to how the Rail team at the NZ Transport Agency (NZTA) will operate in the future. This is a structural realignment only and will not affect the functions that the team carries out under the Railways Act 2005.

The position of National Manager Rail Safety will be disestablished on 4 May 2009. The responsibilities and delegations of this role will be formally transferred to John Doesburg in his capacity of National Manager Commercial Operators Road and Rail. This is an extension of John's current commercial road transport responsibilities. I believe that the integration of the Rail team with the Commercial Operators team will provide a wider capability and experience base for the new amalgamated team and, in the long run, this will enable better safety outcomes to be achieved.

In addition, a new role of Rail Safety Manager is being created, reporting to the National Manager Commercial Operators Road and Rail, to manage the rail safety team on a day-to-day basis. This role will be advertised in the next couple of weeks.

I am confident these new structural arrangements will provide the Rail Safety team with increased capability while maintaining the important relationships that the former National Manager Rail Safety has been developing with the rail industry."

BIG SECTION OF NIMT TO BECOME AN HISTORIC PRECINCT

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30 April 2009 - A 200km stretch of the central North Island Main Trunk Line (NIMT) railway featuring considerable engineering ingenuity is being proposed for heritage recognition by the New Zealand Historic Places Trust (NZHPT).

The Main Trunk has kept Auckland and Wellington connected for 100 years and been important economically for towns linked to it. This legacy of Julius Vogel's public works policy remains one of New Zealand's biggest infrastructure works. An Historic Area, from the Taumarunui Railway Station south to the Makohine Viaduct near Ohingaiti, is now proposed for inclusion on the NZHPT National Register. NZHPT researcher Karen Astwood said the proposed Historic Area is a microcosm for New Zealand's rail history and home to key 20th century engineering developments. Once the central North Island route was chosen the challenging landscape resulted in a marvel of engineered solutions with a concentration of viaducts, tunnels, bridges, embankments, cuttings, culverts, stream diversions and the Raurimu Spiral. Even today the route remains largely faithful to the original survey - a testament to the legacy of the original surveyors and engineers. "This 200km stretch of track has incredible architectural, technological, social and historical significance - not to mention aesthetic value as well," said Miss Astwood. "The Mangaturuturu Viaduct is the highest altitude railway structure in New Zealand while the Raurimu Spiral is well-known in world terms for its design ingenuity. Of course, the tragedy of the Tangiwai disaster, with the memorial on the banks of the Whangaehu River, is also a reminder of the forces of nature. "Recognition as an Historic Area would bring these, and newly recognised, heritage sites into a collection we can showcase, be proud of and commemorate." Work on the Main Trunk began at Te Awamutu in 1885. Once the Makohine Viaduct was built in 1902 it only took six more years to complete the monumental task of closing the approximately 200km gap between the railheads. The stretch of Main Trunk railway proposed for Historic Area registration had a profound effect on New Zealand history. Not only did the railway alter the landscape, it brought industry, farming and intensified settlement into the Ruapehu and King Country regions. The dramatic features of this landscape contributed to the central section of the rail line being considered the aesthetic highlight of the railway. Sites within the proposed historic area that had already been placed on the Register include the Raurimu Spiral, five viaducts and the Ohakune Railway Station. Also included are the Tangiwai Historic Reserve, commemorating the site where 151 people were killed in a 1953 train disaster, and the 'Last Spike' Memorial that marked the official completion of the NIMT in 1908. Miss Astwood encouraged people to send in letters of submission with comments on the technical report or the proposal for registration. Registration as such has no direct short or long term regulatory consequences. "Many New Zealanders have been associated with the Main Trunk railway in some way - be it travelling by train and admiring the views, driving alongside it in the car to making a living from it. It is a big part of our culture, an important part, and any submission will add to recording the history of the area." A copy of the Registration report is available online at www.historic.org.nz. Public submissions close on 22 May. NZHPT acknowledges the generous support of the NZ Lottery Grants Board - Environment and Heritage, and ONTRACK for this research project.

WANTED : WATER VAT PARTS

Weka Pass Railway are setting up a steel panel Water Vat at the Glenmark Railway Station Waipara. The stand is built and the vat halfway through. Does any group have an unwanted Valve for the outlet. It can be a no goer, and also an outlet pipe for loco watering, of any length, possibly about 6 to 8 inch. diameter. Contact Paul Markholm on pmarkholm@xtra.co.nz

ACT OF SABOTAGE :

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These pictures from Wellington Tramway Museum's "Kapiti Coast Electric Tramway" illustrate the necessity for motormen to keep a sharp lookout for objects placed on the track. Fortunately in this case, the motorman on the tram that came across these piles of stones wedged into the track was able to stop before any derailment occurred. Reported to Police as a case of deliberate sabotage, the tram was returning to the Depot after it had not long passed over these same tracks without incident, several minutes before. A car was seen accelerating away from a place where its passengers would have had a good view of any mishap.

Eye-witness reports are being followed up by Police. Penalties in the Railways Act 2005 for this type of behaviour will allow the Courts to hopefully impose stiff sentences on the culprits. Our thanks to KCET Chairman Henry Brittain for the report and to Trevor Burling for the photographs submitted to Police in evidence.

ANOTHER REMINDER FROM OUR PUBLIC LIABILITY INSURERS

If your member organisation name appears at right then it is enrolled in the FRONZ' Public Liability Insurance scheme, and we are required to remind you that steam locomotives fired on wood are not covered by our Policy in respect of fires started by the loco, nor any other steam loco that is not fitted with a working spark arrester. This is a mandatory requirement in respect of any successful claims.

You must also maintain financial membership of FRONZ, to benefit from the Policy.

IMPORTANT NOTICE

Bay of Island Vintage Railway	Whangaparaoa NGR	Helensville Station Trust
Railway Enthusiasts Society	Glenbrook Vintage Railway	Heritage Trams for Henderson
Driving Creek Railway	Goldfields Railway Inc	Te Aroha Mountain Railway Soc
Climax 1317 Trust	Bush Tramway Club	Waitara Railway Preservation Soc
Friends of Waverley Station	Taihape Rotary Club	SteamRail Wanganui
Tramways Wanganui Trust	Gisborne City Vintage Rail	Hawkes Bay Steam Society
Ormonville Rail Station Soc	Pahiatua Railcar Soc	Feilding & Districts Steam Rail
Wairarapa Rail Restoration Soc	Paekakariki Station Trust	Steam Incorporated
Mainline Steam Trust	Wellington Tramway Museum	Silver Stream Railway Soc
NZ Railway & Locomotive Soc	Rail Heritage Trust	Rimutaka Incline Railway Trust
Blenheim Riverside Railway	Nelson Railway Society	Reefton Historical Trust Board
Canterbury Railway Society	Diesel Traction Group	Canterbury Steam Preservn Soc
Midland Rail Heritage Trust	Pleasant Point Railway	Ashburton Rail Preservation Soc
Oamaru Steam & Rail Rest Soc	Otago Railway & Loco Soc	Weka Pass railway Soc.

If you believe your Organisation's name should appear above and it is not there, please contact Henry Brittain immediately. These are the only FRONZ members enrolled in our PLI Policy records.

IMPORTANT NOTICE

MINIMISING LEFT-OVER WASTE

A discussion paper on the Waste Minimisation Act 2008 has been published for comment, and your views are sought on five aspects:

- revising targets for the NZ Waste Strategy;
- identifying products that are priorities for product stewardship;
- identifying funding criteria for the Waste Minimisation Fund;
- monitoring waste in NZ; and
- improving the operation of the waste levy.

Submissions close on 15 May 2009. An electronic submission form is at <http://www.mfe.govt.nz/survey/x09wastediscdoc.htm> , or you can

email your submission to waste@mfe.govt.nz . The discussion paper is at

<http://www.mfe.govt.nz/issues/waste/consultation.html>

DISPUTE TRIBUNAL LIMITS TO RISE ?

This Bill would increase the maximum claim levels of the Disputes Tribunal to \$15,000, or \$20,000 with the consent of both parties. The increase is aimed at:

- improving access to the Disputes Tribunal for both individuals and small businesses; and
- reducing the costs that individuals and small businesses face when resolving civil disputes by enabling more cases to fall within the Disputes Tribunal's jurisdiction. Submissions close on 27 April 2009. Two copies go to the Justice and Electoral Committee, Parliament Buildings, Wellington. The Bill is at <http://www.legislation.govt.nz/bill/government/2009/0022-1/latest/versions.aspx>

NZ-ER'S ATTITUDE TO CLIMATE CHANGE

A new national survey of NZers' attitudes to climate change reveals that 64% say the time has passed to doubt whether or not climate change is happening as a result of human activities. They believe climate change is a problem (76%) and its effects have already begun to happen (65%). In addition, a majority (53%) say they personally worry about climate change.

The survey finds nearly six out of 10 rank climate change as a problem which may have a serious impact on them and their families (the eighth highest ranking issue concerning NZers). Some 44% believe it will be a threat to their personal lifestyle within their own lifetime. It is seen as a more serious issue than interest rates and personal employment prospects, but less important than the cost of living, crime and the economic recession. It shows the recession has not reduced concern over climate change.

HEALTH OF NZ'S WORKFORCE

Seven out of ten (71%) NZ workers have a state of health worse than their actual age, according to a survey conducted by the Southern Cross Medical Care Society. The survey revealed that nearly a fifth (18%) of the workforce has a health status equivalent to someone 10 or more years older than they are, while more than half (53%) have a health status 1-9 years greater than their actual age. Only 22% were rated as having a state of health 1-9 years below their age, and 2% at 10-years plus.

The formula used to determine workers' state of health took into account smoking dependence, blood pressure, cholesterol levels, alcohol consumption, nutrition, Body Mass Index (BMI), stress, quality of life and job satisfaction

NEW VOLUNTARY CODE FOR UTILITIES

The new National Code for Utilities in the Transport Corridor, which was developed by the industry, has now been circulated for voluntary use. Utilities are companies and services dealing with such things as electricity, gas, water and sewerage. The aim of the code is to provide a structure so corridor managers and utility operators can manage the corridor while maintaining the utility operators' access rights.

The code is at <http://www.nzuag.org.nz/national-code/>

FRONZ Editorial Note : It possible that some misinformed Utilities Companies may think that your Railway or Tramway Corridor is publicly owned territory. Whilst there are protections in the Code to ensure that no digging up, undermining or other interference with the rail or tramway occurs without consultation with (you) the Access Provider NO PRIVATELY OWNED RAIL CORRIDOR is subject to having to grant Utilities Companies permission to cross their Corridor.

CHARITIES COMMISSION UPDATE

To date the Charities Commission has now received just over 28,000 applications for registration, and around 20,000 charities are now registered under the Charities Act. Charities have to be registered with the Commission to be eligible for charitable purpose tax exemptions. To be eligible for registration an organisation has to be established/maintained exclusively for charitable purposes that are beneficial to the community. Now that registration is almost completed, the Commission will be offering charities education resources and support on good governance. It will also be promoting public trust and confidence in charities and their work. The Charities Register, at www.charities.govt.nz makes information about charities available to the public.

COPYRIGHT LAW CHANGE RE-EXAMINED

A new section of the Copyright Act that was due to come into force on 28 March this year will now be replaced. Section 92a required Internet Service Providers (ISPs) to warn and then disconnect users accused of repeatedly breaching copyright through such activities as unauthorised music and movie downloads.

While there is seen to be a need for legislation in the area, critics of Section 92a argued that it was costly and unlikely to work as it breached the principle of innocent till proven guilty, and would result in businesses and traditional ISPs being caught unwittingly in the middle.



WHITE Bush Railcar ex Mamaku recently restored for Bush Tramway Club by member Ian Jenner

FOR SALE - BOW STRING PEDESTRIAN BRIDGE

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The Helensville Railway Station Trust wishes to sell the old Huntly rail footbridge which is currently in the Helensville Station yard. Condition would be that it is removed by any purchaser at their expense. The structure consists of the steel frames of both sides and the top connecting bracing. It is approximately 25m long. The steel is mostly old rail and quite sound. If it is not useful to any rail associated group, it will be sold for scrap. For further information contact Scott Osmond, phone 09 4208598, or e-mail patsy.scott@xtra.co.nz.



p.s.: Scott will be at FRONZ Conference if you want to discuss any aspect of this Sale in person.

QUICK MARKETING TIP

Put your Organisation's latitude & longitude co-ordinates in your brochure or advertising. It helps people with satellite navigation "toys" finds your site, particularly people unfamiliar with the area. and costs just a line of print.

2009 FRONZ ANNUAL ACCOUNTS AUDIT

The FRONZ Executive is grateful to Alan and Jan Spencer, NZ Railway & Locomotive Society stalwarts, for stepping up to the plate in the absence of our usual Auditor, and taking care of our Annual Accounts. While Alan was casting his expert eye over our books, Jan was helping out with a new Cashbook Spreadsheet which has simplified the task of monthly Executive reporting. Thank you both!

FRONZ FAREWELLS

Charming Creek Railway Ltd., a member of many years standing, have decided to abandon plans for a narrow-gauge railway at either Charming Creek or 2nd choice, Cape Foulwind. After feasibility studies, coupled with the current downturn in the economy and tourism numbers demonstrated that it was the wisest move. Bart & Jackie write to say "We want to say that we have thoroughly enjoyed the friendly advice and support that the Federation has provided to us over the years. We have developed some great friendships, thoroughly enjoyed the conferences that we have been to, and have learnt so much about the industry that it's hard not to believe that we might put it to use some day. We remain intrigued by the historic bush and ocean-side railways of the West Coast of the Southern Alps and will watch with interest developments at Denniston and further afield."



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