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WELCOME ABOARD to "MOTORCAR CONSORTIUM LTD".

Motorcar Consortium Ltd. (MCL) is the newest member to be admitted to FRONZ Membership, following an application which preceded the attendance of their CEO Nic Doncaster, and MCL member Don Smith, at the 2009 FRONZ Conference. Headquartered in Adelaide, (but also registered in New Zealand), MCL specialises in the operation of motor section cars ("jiggers"). It is currently working towards accreditation in the state of New South Wales, and hopes to , in the next 12 months, provide some opportunities for car owners to run their vehicles. The Consortium is also investigating the feasibility of operations in New Zealand, as well as other Australian Jurisdictions."

The photo is of a custom built "Fairmont" M15-Z42, and is similar to those proposed for the NZ adventure – these cars were custom designed for Australia, and are not dissimilar to the Wickham 1Z (Two man jigger) - the 1Z was based on a Fairmont car bought out for NZR for

For FRONZ members, MCL is focused on developing relationships with independent heritage and tourist lines and also the national Network Access Provider (KiwiRail), to enable their members to safely access various lines throughout New Zealand under Conditions which will be spelled out in an approved Safety License yet to be negotiated, and approved by NZTA. As such, although it has been agreed between us that FRONZ will not be a part of negotiating Network Access for MCL, they certainly qualify for membership, and we welcome them to FRONZ accordingly.



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What is the Shantytown Steam School ?

In brief the “school” has been set up to give young (and older) people from a wide variety of backgrounds (some not connected with any formal group), an opportunity to gain a steam qualification.

The program is not intended as the ultimate steam-training site, nor is it intended to compete with groups who have an established training regime, larger locomotives or complex operations. It simply offers the basic skills of working with steam powered equipment, simplified for as wide an audience as possible, at reasonable cost, and hopefully promote the continued existence of steam technology for future generations to understand and marvel.

The program is established under TEC guidelines, conforming to Tai Poutini Polytech Quality Management Systems, including Accreditation Scope and Curriculum Documents. Shantytown has provided technical advice and provides the live steam and railway environment for the practical aspects.

The **Shantytown Steam School** is the brand name for the overall programme.

What is the Programme ?

Supported by Tranzqual, the ITO responsible for Steam Driven Vehicle qualifications, the 40-credit qualification “The Tai Poutini Certificate in Steam Powered Vehicle Maintenance & Operation” incorporates all 5 *Steam – Powered Vehicles units*

21754 - Prepare and operate a steam boiler

21755 - Prepare, bring to steam, and operate a steam driven vehicle

11156 - Demonstrate knowledge of the maintenance and repair of steam driven vehicles

11157 - Drive and manoeuvre a steam powered road vehicle [*elective*]

11158 - Drive and manoeuvre a steam driven rail vehicle [*elective*]

Although the program has a strong locomotive focus, traction engines are not overlooked, the two Drive & Manoeuvre units are an elective to cater to trainees wishing to gain either a **Rail or Road** qualification.

The course is structured to provide not only firing and driving experience, but also an introduction to the theory of steam boilers, locomotive design and maintenance and safe operation.

Knowledge is on a must know – need to know – nice to know, basis, so the old NZR locomotive assistants’ ‘Correspondence Course’ gave a good start, unpublished steam loco & traction engine manuals gave detail to some areas. The old NZR loco crew operating guidelines added professionalism to the drive & manoeuvre section. Material from a former NZR locomotive training officer, simplified the sections of the old Westinghouse Brake handbook.

To make the program available to a wide audience, it is distance-learning based. The course material in three workbooks totalling over 550 pages, covers the theory, and outlines procedures and checklists for the practical component which is the fun stuff.

Practical block courses totalling 3 weeks are based at Shantytown to cover the hands on stuff, and as may be expected, this practical aspect has a Shantytown focus. This shouldn’t be seen to detract from the learning process as steam locomotives are the same the world over, its only the language that’s different.

How it works

The program runs for 12 – 18 months, this timeframe is determined by the availability of Shantytown’s locomotives for some critical aspects of the program such as the cold light-up. After sign up, the students receive the box containing all the course material, and on completion of some of the theory assessments papers and about 4 months after enrolment, they attend the first block courses.

The **three block courses** are arranged in blocks of 5 days = 15 days, although this could be stretched to 6 or 7 days to include more training as a Shantytown volunteer. Our current thinking is to offer the blocks as a series of “long weekends” say Friday to Tuesday thereby hopefully minimising the time students would have to spend away from work (and home). Hopefully some may be able to incorporate at least one block into a West Coast holiday.

The timing of the blocks is negotiable with Tai Poutini Polytechnic, however trainees must remember that the timing needs to be suitable to all participants.

The on site blocks cover OSH requirements, basic boiler construction and operation. Westinghouse Brake, Shunting & Brake tests. Drive and Manoeuvre (or making the beastly go) and laying up. Boiler maintenance, the reciprocating steam engine, water treatment, washouts etc., lubrication, and basic fitting are some of the maintenance topics.

The blocks include as much hands-on firing & driving as possible, and are designed to fine-tune the knowledge gained by distance learning. To ensure students get equal steam time on the live locomotives we have devised a round robin system that is a mix of “class room” sessions, workshop hands-on sessions, and working on either of Shantytowns tourist railway locomotives.

The tutor will be a person with 47 years steam experience who is well known to the heritage steam movement. Assessment at the end of the 3rd block course will be by a qualified SDV assessor contracted to TPP.

Certification

This Tai Poutini Polytechnic programme is structured on NZQA Steam Driven Vehicle unit standards, and operates within the ITO guidelines and moderation process. The assessment material and process is that used by the ITO, which is used with the approval of the ITO, and its use is acknowledged.

Cost : not including accommodation and travel to the West Coast - **\$600.**

So that's the Steam School. ! Who's interested ??

Official enquiries NOW OPEN should of course go through the proper channels to TPP.

CONTACT DETAILS FOR TAI POUTINI POLYTECHNIC

Tai Poutini Polytechnic

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www.tpp.ac.nz

Mr Warren Smith

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Freephone : 0800 800 411

info@tpp.ac.nz

VALUABLE BOILERS INFORMATION

A series of Guidance Notes have been prepared by Industry experts in conjunction with the UK's Heritage Railway Association and Her Majesty's Railway Inspectorate. In view of the criticality of these to safe operation they are freely available here. *Some practices may differ slightly from New Zealand tradition but the information is quite valuable for rail heritage operations..*

[HGO B9118 Issue 01 - Boiler Water Treatment](#) - issued April 2008

[HGR B9001 Issue 01 - Tubing of Locomotive Boilers](#) - issued August 2008

[HGR-B9009-Is01 - Washout Plugs](#) - issued August 2008

[HGR-B9008-Is01-FusibilePlugs.pdf](#) - issued May 2009

See Website <http://www.heritagerailways.com/hra.html> - choose “Guidance Notes” from Left-hand menu

FRONZ 2010 CONFERENCE VENUE

The FRONZ Executive have chosen Palmerston North as the venue City for our 2010 Conference, which will be hosted by the Feilding & Districts Steam Rail Society. Whilst we also had a very good bid from Gisborne, the cost of accommodation and travel put this option well beyond the prices which our delegates have been prepared to pay to assure a high attendance. Dates will be 5, 6 & 7 June 2010.

There is a serious lack of young people actively involved within heritage railways. We need to make a great effort to encourage more of them to join, and of course encourage them to stay.

As the average age amongst railway groups is increasing, valuable skills, which were once common practice, are being lost as older members pass on.

As most young people these days are interested in computers, video games, and fast cars, volunteering at the local railway would seem very unattractive to most, and we need to try change the opinion of these people.

In this talk I hope to give some ideas of how this could be done, as well as opinions and visions of my own and other young people who are already involved with railways.

About a year and a half ago I created an Internet group called NZYRF. This stands for New Zealand Young Railfans. My original goal was to bring together young people who are already involved with railways around the country and have a place where they could share their ideas, views and opinions, and also upload their recent photos to share with people of similar age and with similar interests.

When I started the group, I thought to myself 'how can I get members'. I was also a member on other Internet rail groups, which I knew had some younger members, so I decided to advertise it there.

After posting a message, it created much interest from many members, mostly not so good. Some of the responses were things like 'I've seen this type of thing come and go before' and 'it won't last'.

At this stage, even though I had only just started, I was very close to giving up, but there were one or two encouraging messages towards my idea. I decided to soldier on and after a couple of days my group began to grow.

After a couple of months of me creating my group, FRONZ once again kicked off the Future Heritage Network. I got involved with this group also as it seemed a great idea to me. Recognising the work of young people around the railways and getting the encouragement from the older generations.

Much to my disappointment and the disappointment of many others, the Future Heritage Network was wound up after several months. This was due to the apparent lack of interest from FRONZ member groups.

It was a real shame that people showed great interest in this group but when it came time to actually get involved, no one seemed interested.

It was when this group abolished that I realized there was a serious problem, especially when a group like that wasn't getting the support it needed.

This was when I changed the aims of my group, NZYRF, to help encourage more young people to the movement. Now I have a membership of 33, and ever growing.

Amongst all of the members, we have had some great discussions about ways and means of encouraging more young people to the movement. One thing that we have realized is that young people associate much better with members of their own age group than with older generations.

George King (centre) flanked by Scott McIntyre (Blenheim) and Alisdair Palmer (Masterton) is seen delivering his speech to FRONZ 2009 Conference delegates.

photo: D L A Turner



Here are some tips from several of my members on how to encourage young people to stay in your organization:

- ★ Give them hands-on experiences; don't just preach to them all the time. Explain something, then let them try it.
- ★ Young people are good for more than just sweeping platforms or cleaning carriages, give them a range of jobs to do so they don't get bored
- ★ Don't discriminate. Young people are very open about their views and opinions; let them be who they are. If you don't like it, don't hold it against them.
- ★ Don't hold them back in jobs. Most young people are just as capable of performing rail operations as older folk. Supervise them in their tasks, but give them a feeling of authority and importance.
- ★ A lot of the young people who get involved with railways will probably have the dream to get up the front in the loco and be in control. Give them a bit of a drive every now and then, supervised of course; even if is just around the yard or whatever.
- ★ If they give you a bit of cheek, give some back as good as you got. This should help build healthy relationships with them.
- ★ Railways can be fun places. We all have rules set out as guidelines to how the place should be run. Let people have fun, so long as they don't push rules or become a danger in any way.
- ★ Remember, just because they are young, does not mean they are stupid. Talk to them as humans

On a personal note, I joined Oamaru Steam and Rail almost seven years ago to the day. My very first job was sitting with one of the old guys out the back of the workshop sorting brass screws into their appropriate sizes. I can't say that I was overly interested in doing this job but being my first day I knew things could only get better.

After a few weeks I was invited to learn how to be assistant guard, which gave me a feeling of authority and having something new to do encouraged me to stay.

I first started to learn to fire on the steam loco at the age of 14.

In January of 2008, at the age of 18, I become the youngest person in the country at the time to hold a steam drivers ticket.

Leading up to this happening, there was much debate and argument as to whether or not I should be allowed to gain my ticket because of my age. There were a certain few people who were trying to do everything they could to hold me back and stop me from getting this qualification.

More recently I was appointed as Head Driver at Oamaru Steam and Rail. After being there almost every weekend and a lot of week days for the last seven years, I know the place inside out as well as any of the old guys do, I can perform all of the operating duties just as well as any of them and have the same qualifications as they do. But once again, the same lot of people were trying to hold me back, they didn't want me in a management position as they think I'm incapable and of course too young.

Some people, of the older generations, need to take a step back and have a look to the future. They cannot keep on going forever and a day and eventually they need to realize that people of my generation will be in charge and running the railways.

There is nothing that should be stopping us from learning now.

I hope that times ahead get easier for young people, and that they don't have to go through all the sorts of things that we do these days.

Looking ahead, some of the members of my group, NZYRF, are currently working on a new website to move us off the Yahoo system. This new site will be similar to a social networking site but dedicated to young rail enthusiasts. There has also been much discussion on the group on the possibility of arranging gatherings and trips around the country for young people, to try and promote heritage railways as an exciting and interesting hobby to take up.

To make all this all work, we need to all work together and try and change the perspective that a lot of older people have of the younger generation, and recognize and encourage the work of young people within railway groups.

NEW DRAFT CODE OF PRACTICE FOR CRANES

On 13 June FRONZ sent the following Broadcast by Email to all contacts. It is repeated here for the purpose of reinforcing how important it is, that you respond to the opportunity to have your say :The Draft can be found at <http://dol.govt.nz/consultation/crane-draft-09/> and the consultation period ends on **3rd July**

Of particular note for FRONZ members are the qualification requirements of not only the crane operator, but also the dogman or person rigging the load.

There has also been for some time, inspection and operator qualification requirements for Hiab type cranes such as fitted to GVR's Uc wagon and Feilding' Rb wagon.

Mainline Steam removed the Hiab from their Uc wagon in Christchurch a few years ago, primarily to avoid certification requirements while they didn't require the Hiab.

The thresholds for requiring a qualified crane operator and/or certification of the crane are quite low, under 5 tonne in some cases, and a number of industries objected to the low limit as many had simple gantries that would have required an inspection and certified operator.

This is one of those areas that is not heavily policed at present, but if anyone has an accident and are found not to be compliant, prosecution by OSH and substantial fines have resulted.

FRONZ recommends that all its member organisations should at least make themselves aware of this proposed COP.

You may consider, for example, that vintage cranes be permitted to operate without modification, provided that the original specifications are met and maintained. Otherwise a rail steam crane would, for example, need significant modifications which Dr. David Black, FRONZ Occupational Medicine Convenor, suggests, would be more likely to introduce risks than mitigate them.

Do NOT rely on FRONZ making a strong enough case to overturn these proposals, if you wish to advocate against them. Thanks to both Nigel Hogg and Grant Hjorth for bringing this matter to attention.

FREE TO A GOOD HOME : STATION MEAT SAFE

The Pleasant Point Museum & Railway have for disposal a railway meat safe that sat on a station platform. It needs considerable repair, but it can be restored. If there no takers it will be used for locomotive firing, but we would prefer it to be preserved. Contact Russell Paul 03 6860164 or email russandjoan@xtra.co.nz

BRASSED OFF !

Cheeky and determined thieves have entered the Glenbrook Vintage Railway's workshops in broad daylight and during work hours, to remove brass items including some that were brand new and still awaiting machining. Safety valve and steam injector parts are among the items missing and GVR would appreciate knowing if they are offered to another heritage railway. Email Nigel Whitwell gvraudit@xtra.co.nz

BIGGER TAX CREDITS FOR DONATIONS

Recent tax changes offer individuals, companies, and Maori authorities greater incentives to make donations to approved non-profits by increasing the levels of tax credits (formerly called rebates) that they can claim and extending the ability to claim. The key points are:

(a) individuals can claim a tax credit of one-third (33.33%) of all donations they make, limited only by the level of their annual taxable income (previously there was a rebate limit of \$630); (b) companies are entitled to a deduction for all donations made to donee organisations, limited only by the amount of the company's net income (previously there was a 5% limit on deductions that companies could claim for cash donations); ?(c) the donation deduction is also extended to companies with five or fewer shareholders;

More is at <http://www.ocvs.govt.nz/work-programme/promotinggenerosity.html>

Check the IRD website for a list of approved donee organisations at <http://www.ird.govt.nz/doneeorganisations/donee-organisations.html>

Survival in a recession is all about balancing risk and opportunity according to research carried out by NZ Trade and Enterprise (NZTE) into successful company survival strategies in a recession. The ability to be grounded but to have the confidence to take opportunities is highlighted in the research findings. Seven key factors were identified as impacting on companies' ability to emerge strongly from recessionary periods:

- * focus on core business - apply resources to core business to create opportunities to gain market share from competitors who diversify and split focus;
- * improved process and efficiency - be flexible and take fast action when executing recession strategies such as trimming costs through putting in place more efficient processes or correcting wrong turns;
- * strategic divestment - shed non-core operations to improve liquidity and/or focus on the core strategy;
- * contingency planning - it is never too late to prepare for a downturn. Quickly assemble a plan and put in place a strategy for dealing with adverse conditions;
- * acquisitions and strategic alliances : these help strengthen, re-focus, and position the company for increased growth and profitability. Acquisitions can also help accelerate access to new markets, products, technologies, customers, and talent;
- * increased advertising and marketing - spend more to increase market share and take advantage of greater advertising reach, possibly at more competitive rates; and
- * research and development - carry out R&D to create new value in core products and services to sway recessionary customers.

Read the full research report at

www.nzte.govt.nz/develop-knowledgeexpertise/Advanced-Exporter-Guides/Changing-the-game-recession-survivalstrategies/

USE TRACK TROLLEYS AT YOUR PLACE ?

UK's RAIB Bulletin 06/2009 – "Runaway of a small infrastructure hand trolley", reports on an incident where, as the heading implies, a small infrastructure hand trolley was introduced by a track work group and which subsequently rolled away down a 1:60 gradient and didn't stop til it came up against a stabled train 600 metres away. Reports suggest the incident happened because the trolley brakes were defective; trolleys of the type were considered "hand tools"; and there was no system to check their brakes or limit their track occupancy.

Read about it at http://www.raib.gov.uk/cms_resources/Bulletin%2006-2009.pdf

AFFILIATION PAYS DIVIDENDS

On 11 June FRONZ had a request from Clive Davis, one of the key team members involved in restoring the two Wellington & Manawatu Railway Co carriages for the NZ Railway & Locomotive Society at Silverstream North End, asking if we could try our North American Affiliates for help in locating information on "Woods" Patent "Safety" Platform Gates. In particular, Clive was looking for information on the locking and hinge mechanism and the the hinge brackets.

Paul Dillicar contacted ARM Parts Specialist, Rod Fishburn, in California, who in turn sent out a request to his contacts across the USA. In less than 24 hours, we had a response from Kyle Watt, Curator of History & Technology at the California State Railroad Museum in Sacramento, attaching copies of three patents by Wood for passenger car gates. Two are from 1889, and one from 1898. Needless to say we were all blown away by the rapid and detailed response. But wait, there's more !

Ted Anderson, Curator of the Pullman Library at the Illinois Railway Museum in Union, Illinois, says there is a similarity between the gates on the WMR cars and those on the Boston & Maine cars of around the same era. One such car is on the Strasburg RR in Pennsylvania where his brother happens to be visiting. He is being asked to enquire if the gates on the cars at Strasburg could be reproduced, or if a CAD drawing might be made.

We also received other replies which seem worth pursuing. The long-held FRONZ policy of extending our hand of friendship across the globe is paying dividends, and the warmth of the reception our request for help had in this instance, demonstrates the value that can accrue from such affiliations. Thanks ARM !

FRONZ CONFERENCE BOUQUETS

It is always nice to receive bouquets, and we were really pleased to get these three unsolicited responses when we wrote to thank two of our key Sponsors for their input into Conference. So much so, we decided to share them !

"As you know, this was my 1st FRONZ conference. I have to say I was impressed with many things during the weekend. I have no doubt that you put a lot of work in to organising the conference, and it really did run like clockwork.

History would say that It would be easy in an organisation like yours for conflict to arise at such a conference. I saw absolutely no sign of this - only a strong commitment for organisations to work together for a common goal.

I was also very impressed with the reception that we were given as a regulation team and how we were made welcome by all participants. A great example of the co-regulatory system in action.

I have no doubt that the ongoing strength of your organisation is due in no small measure to the commitment and hard work of yourself and your executive team, and I congratulate you all for your efforts."

Adrian Douglas

*Senior Rail Safety Advisor
Rail Regulation
New Zealand Transport Agency*

"Thank you for your feedback. DOC is involved quite widely in the NZ heritage sector and that sector has a wide range of players. Rail heritage is part of the sector that nowadays stands out as being popular with the public and well-organised. The DOC connection is that DOC manages 32 sites with a rail theme that are open to the public, and are amongst DOC's most popular sites. FRONZ plays an effective leading role in standing for quality within the rail heritage sector. It makes it easy for DOC to collaborate with a sector that is organised in that way. So DOC sponsorship is directed towards sustaining the strength of FRONZ, for three reasons:

1. You provide a model for others in the heritage sector to emulate
2. You provide a strong and representative national point of contact for DOC
3. FRONZ works strategically 'on' the heritage business, not 'in' the business

I want to pay particular tribute to you Paul, as long serving leader, and to the other FRONZ officials. Your combined efforts are an essential ingredient in the success of FRONZ. I am happy if you pass this tribute on to your colleagues. I thought the 2009 conference was a great success, with some outstanding aspects. Over the next 12 months we will work to keep you up to date with DOC heritage news and technical information of potential value to your members."

Paul Mahoney

*Manager Historic Heritage
Department of Conservation*

"Don and I had a ball at the conference, and wanted to extend our appreciation to everyone who made it a such a success, and for making us feel very welcome. Some commented on the "No.8 Fencing Wire" attitude; we came away in awe at what has been done, and what is being done in your country. What seems to class as scrap here is restorable, and restored, there. The "fencing wire" approach is very much alive. We both agreed that New Zealand punches well above its weight in the preservation, restoration and operation of heritage railway equipment, and we look forward to hearing of the ongoing successes there. Thanks for the opportunity to be a part of it!"

Nic Doncaster, *Chief Executive Officer, Motorcar Consortium Ltd., Adelaide*

CHARITIES COMMISSION UPDATE

Unless something new comes along, we will make this our last Update from the Charities Commission, as all members who wish to register under the Charities Act should by now be signed up, and also be getting their own Updates onLine by subscribing by email at info@charities.govt.nz with your contact details, or call the free information line **0508 242 748**

The Commission has now registered more than 22,000 charities all of whom are shown on the [Charities Register](#). At present, (if there are no issues that need to be resolved in order to meet the Charities Act's criteria) applications take approximately one month to process. This is the Commission's "business as usual" target. The Commission has already logged Annual Returns and financial information from more than 4,000 registered charities on the public Register, and is expecting a further 3,500+ to file their returns when they are due at the end of June. The Commission has sent reminders to all charities whose returns are due then, and has been pleased to see that almost 800 charities started completing their return online after soon receiving the reminder.

Planning is well underway for the Commission's annual meeting and forum. This year's annual forum will be held on the afternoon of Monday 30 November, in Wellington.

CVIU brings OSH conviction

THE COMMERCIAL Vehicle Investigation Unit (CVIU) recently put their OSH inspection and investigative training to good use, when the unit brought a conviction against an agricultural contracting business under OSH legislation.

Senior Constable Dave Steffert of Te Awamutu investigated the company following an accident in which a company truck crossed the centre line, colliding head-on with a car and killing a mother of two.

The work-time and logbook legislation aims to reduce risk through fatigue, only allowing drivers to work 70 hours cumulative work time without a 24-hour rest. But on this occasion, because of the seriousness of the offending, police used its powers under the Health Safety & Employment Act to charge the operator. The driver of the truck was found to have worked a total of 155.5 hours without such a break.

Senior Sergeant Phil Critchley, National Adviser Standards and Training, CVIU, says the company was well aware of its obligations regarding mandatory breaks. “However, it chose to prioritise its business over the safety of its employees and the public at large.”

The driver was convicted, following a defended hearing, of careless driving causing death. The company was convicted of failing to take all practical steps to ensure that another person was not harmed by the actions of its employee and ordered to pay reparation of \$56,000 and a fine of \$25,000.

The accompanying story at left was sent in by Henry Brittain, Chair of Wellington Tramway Museum, and came from the NZ Police Bulletin “Ten One” dated 24 April 2009.. It is not reproduced here because it about a truckie who manipulated his logbook (anecdotally a common accusation), but because there has been a successful prosecution of the Employer for failing to ensure that “all practical steps” were taken to ensure that another person (an innocent motorist) was not harmed by the actions of the employee. Fines and reparation in this case amounted to \$ 81,000.

Henry points out that it is now a matter of record that the Police are taking a tougher stance in prosecutions by applying for sanctions under Labour Safety legislation, rather than just for fines for falsifying documentation or transport legislation.

This is to reinforce to offenders that there are penalties beyond what has perhaps appeared so far to be lenient application of the Law.

OSH / DoL WORKPLACE POLICIES

The Department of Labour (DoL) has set out the principles and policies it follows when enforcing the Health and Safety in Employment Act on its website. Under the policy, if noncompliance is minor and does not endanger anyone, DoL could try to agree with the operator about how they can comply with the Act. However, if there is serious non-compliance, or there is a likelihood of someone being seriously hurt, it is more likely to use an infringement notice or prosecution. More is at

<http://dol.govt.nz/publications/research/keeping-work-safe>

WHAT’S THE WORLD COMING TO ?

From FEDECRAIL Newsletter :

“A point of concern is the { *European* } Directive which will entitle passengers travelling over 50 km to compensation when trains are running late, particularly in relation to steam specials and charter trains running on national networks. The terms of this Directive are to be reviewed”.

SEEING DOUBLE DECKERS

Not one, but two rare double-decker trams are currently being restored and rebuilt for use on NZ’s heritage tramways, At left is former Wellington # 47 (“Big Ben”) soon to be working on MoTaT’s “Western Springs Tramway”, while at right, more advanced, is the Heritage Tramway Trust’s former Christchurch Tramway # 26 being restored for work on the Christchurch City Tramway. Photos : *Paul Dillicar*.



Following the unanimous support for a Motion passed at the 2008 AGM, FRONZ is now in the process of registering a Limited Liability Company which will encompass the staff acting as Peer Reviewers and Inspectors of rolling stock and Locomotives to be used on the Network for Heritage Operations. Discussions with our Lawyers are still not completed, but it is hoped to have the new Company registered and “ready for action” before 30th September. At this stage, the company will focus on Heritage Network compliance tasks as its core business, though it had already occurred to us that allied business may be possible to spread the basic costs, later.

The FRONZ Executive have nominated Clark Simmonds as Managing Director/GM, with Peter McCallum as Company Secretary/Director and an option of a 3rd Director is being investigated. All shares are owned by FRONZ.

The name of the Company will be revealed when it has been registered and it will then be in touch with the personnel, and the Heritage Network Operators, to formalise Terms and Conditions.

ADVISING NZTA, DoL & POLICE ABOUT SERIOUS HARM & ACCIDENTS

In answer to a recent query, NZTA Rail Regulator has advised that Rail Operators are required to report to **both** NZTA **and** Department of Labour, depending on the nature of the event. DoL are interested in serious harm injury events as defined in the HSE Act, whereas NZTA expects to hear about all accidents and incidents as defined in the Railways Act. In some cases these events can coincide.

The MOU sets agreement between DoL and NZTA regarding how we cooperate together after an event, but it didn't agree that notification to one authority is sufficient. Do NOT expect one authority to notify the other.

Similarly if there is a fatality, the Police must be notified separately and directly.

PLEASANT POINT'S “KIWI THE ENGINE”

'Kiwi the Engine and Friends' carriages 'Tana Tuatara' 'Percy Penguin' and 'Polly Pukeko' had a wonderful Easter at the Pleasant Point Museum & Railway carrying a record number of passengers. Tallies were up 25% on last year's Thomas event.

On Easter Saturday the train carried a record 900 passengers for the day.

The 'Funny Old Station Master' was an important part of the event, dressed in a bright red coat and a top hat and he carried an oversized gold pocket watch complete with gold watch chain (oops hand basin sink chain!!).

A story “The Adventures of Kiwi and his Friends at the Pleasant Point Railway” was written by a local writer Karalyn Joyce.

By making conditions so difficult that we cannot run any further Thomas events, the Thomas Franchise in Australia in hindsight did us a service. By forcing us to look for alternatives we seem to have come up with a great concept in Kiwi the Engine.

To set up the Kiwi the Engine concept it has cost the Pleasant Point Museum & Railway and their sponsors, a considerable amount of money. To protect our intellectual rights, an application has been made to Trade Mark the name Kiwi the Engine. We are part way through that process, but it will take a considerable amount. We have already been asked by other preservation groups if they can use the Kiwi the Engine concept. We are developing protocols at present to allow this and although we will not be greedy like Hit Enterprises we do want to ensure that this unique New Zealand concept is managed and presented properly and that there is some recompense for our costs.

Russell Paul
'Funny Old Stationmaster'
Easter Saturday & Sunday

Russell Paul 03 6860164 or email russandjoan@xtra.co.nz

Tourist Directory “Nova Channel”***Russell Paul relates this warning tale.***

Late last year, the Pleasant Point Museum & Railway received information from this Swiss Company asking that we update our **free** listing. It listed Pleasant Point Railway & Historical Society Museum address and phone number only. Being one to put the Museum & Railway out there, I corrected the information, signed it and sent it off. I was not presented with any ad or other text.

Just recently we received a bill for 1,087 Eur. I was deceived by the claim that the insertion was free and I accept I did not read the fine print properly and there was a contract I signed. Along with the invoice they have included an add from information taken from our website with letterhead, photo and text (no proof was provided) which they say will go in a Tourist Directory CD-ROM.

On checking on the internet, I find that this company's methods are under investigation and there is a group set up to expose the way this company does business, as well as negative comments from individuals. It seems that there have been many caught out by this company's methods.

Be very careful if you are going to deal with Tourist Directory “Nova Channel”

FROM GOVERNMENT SOURCES**DONATING ON-LINE : YOUR WEBSITE ?**

American user research says many non-profit organisations could collect more donations from their websites if they stated what they are about and how they use donations. Usability studies described on Jacob Neilson's Alertbox show that some potential donors had problems when they visited sites to try to find out about NGO organisations' missions and goals - key factors in their decisions about whether to give money. Well-designed non-profit websites are particularly suited for attracting new donors and efficiently supporting small-scale impulse giving. Websites are less effective at sustaining long term donor relationships. For encouraging customer (or donor) loyalty, e-mail newsletters remain the Internet tool of choice. More

<http://www.useit.com/alertbox/nonprofit-donations.html>

CarboNZero PROGRAMME : WORLD FIRST

The CarboNZero programme Landcare Research manages is the first greenhouse gas certification scheme in the world to receive accreditation under the rules of the International Accreditation Forum. The programme provides an online calculator for organisations and households to measure their greenhouse gas emissions (or carbon footprint) and to understand their emission sources. Organisations which have reduced and accounted for unavoidable emissions can be certificated (subject to an audit) and use the information for their carbon labelling requirements.

Note : European Heritage & Tourist Railways allied to FEDECRAIL who are using steam locos, have already started monitoring & estimating their carbon footprints expecting compliance costs.

NZ's POPULATION 4.3 MILLION

Statistics NZ figures show the estimated resident population of NZ to be 4,306,400 at 31 March 2009. The population increased by 42,800 (1.0%) in the March 2009 year, compared with 40,800 (1.0%) in the March 2008 year. Population growth increased slightly from the March 2008 year level due to increased net migration.

The main contribution to population growth during the March 2009 year came from natural increase (excess of births over deaths) of 35,300, down 800 on the previous March year. Permanent and long-term arrivals exceeded departures by 7,500 in the latest year, up from a net migration gain of 4,700 in the March 2008 year.

At 31 March 2009, the median age for males was 35.5 years (half are younger, and half older, than this age). The median age for the female population was 37.3 years. The median age has increased 2.4 years for males and 2.7 years for females between the 1999 and 2009 March years.

In the March 2009 year, the growth rate was highest for the population aged 65 years and over (at 2.5%), followed by an increase of 1.6% for the population aged 40-64 years. The number of people aged 15-39 years increased by 0.4%, while the number of children (aged 0-14 years) increased 0.2% in the same period.

SUPER GOLD CARD BENEFITS STUDIES

Survey Surprises

SuperGold card users save about a dollar a day on average, according to a recent online poll carried out by the 50-plus website GrownUps.co.nz. Almost 500 GrownUps members who said they were SuperGold cardholders reported how often they used their cards, and what the value was to them.

The main poll findings are:

36% of respondents had never used their SuperGold card and 38% used it only once per month; 60% of card holders saved less than \$10 per month. 88% saved up to \$30 per month; and 56% said they'd be affected if the card was taken away, while 37% said they would not be affected.

FRONZ ADDRESS BOOK

A new Edition of the FRONZ Address Book will be issued mid July..

In the meantime, here is a change of Address for

**GOLDFIELDS RAILWAY INC
30 WRIGLEY ST
WAIHI 3610**

FRONZ TO ATTEND INTERNATIONAL RAIL HERITAGE CONFERENCES

The FRONZ Executive has agreed to send both Grant Hjorth and Paul Dillicar as Delegates to a series of meetings being held at the Queensland Railways Ipswich Railway Workshops between 14 and 18 October.

First up is a Rail Heritage Conference with international guest speakers from UK, Europe, Japan, South America, South Africa, USA and India on diverse subjects of both a technical and administrative nature.

As part of that Conference more detail is expected to be announced about the prospects of forming an International Heritage & Tourist Railways Association ("TINHATTS"). On Saturday 18 October, ATHRA (the Australian Tourist & Heritage Railway Association) will be holding its AGM and Conference.

Our delegates fares are being generously funded by unspent Grants from the MoTaT Society of Auckland, being the body of members who formed and set up the now publicly-funded Museum of Transport & Technology. We are most grateful for their support. FRONZ will pick up the accommodation and registration costs as an investment in our well-developed international affiliations.

Details of the Conference (currently sparse as to Papers) but detailed as to thrust and themes, can be found at http://www.theworkshops.qm.qld.gov.au/exhibitions/events/railway_heritage.asp
The Website will expand as the Conference develops.

LOTTERY ENVIRONMENT & HERITAGE GRANTS

Lottery Environment and Heritage grants are for projects which promote, protect and conserve NZ's natural, physical and cultural heritage, such as: native regeneration projects/establishment of native plant nurseries; captive breeding programmes including animal release to enhance indigenous fauna; pest and predator eradication programmes; historical publications; museums, whare taonga and art galleries; conservation of historic buildings, structures, rolling stock, archeological sites, and waahi tapu sites.

Applications close on **10 July 2009**. For more information/to register for a grant, go to Grants Online at <http://www.cdgo.govt.nz/> For more information, tel freephone 0800 824 824 or email grantsonline@dia.govt.nz



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