



# JOURNAL

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## DELIVERY PROBLEMS : JOURNAL # 79

Cyberspace gremlins attacked the mail-out of our last JOURNAL (#79, sent out on 1 September – did you get yours ?). Of course it contained news of the Infrastructure Bill with looming deadlines for submissions and it was a day or two before a few people alerted us to the fact that whilst they had received their copy, they were aware of others who had not. We sent out a follow up email to all 287 subscribers and as a result, over the next two weeks about 40+ people asked for another copy to be sent. NEARLY all the people who did NOT receive our first mailing on 1 September were XTRA.co.nz addresses. (A handful were with CLEAR). There is no way of knowing what will happen to this edition (that's why we are asking for a read-receipt this time) but it has been suggested that we should encourage people to add [dillicar@ihug.co.nz](mailto:dillicar@ihug.co.nz) to their "Safe Sender" list to ensure that the chances of FRONZ mail going direct to a SPAM-box is reduced. Please consider that, especially if you are an XTRA or a HOTMAIL subscriber.

## INFRASTRUCTURE BILL

FRONZ Secretary, Peter McCallum, has made a magnificent job of our submission on this important new legislation, currently before the Transport & Industrial Relations Select Committee. See it here > [http://www.railfed.org.nz/other/Infrastructure\\_Bill\\_Submission.pdf](http://www.railfed.org.nz/other/Infrastructure_Bill_Submission.pdf)

If you get the opportunity to endorse our submission in speaking to your local MP, please take the opportunity to do so if you manage a rail operation. It is important that the flaws in the proposal be revealed, and that the 70+ operators in New Zealand who were not consulted by the Utilities Association in the process of the development of this proposal, get sent back to square one to consult with FRONZ members (at least). Submissions have now closed. Did any other FRONZ member send in a submission ? (We'd like a copy – please !)

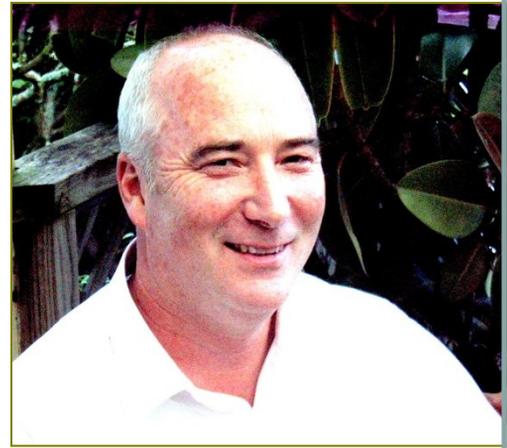
We've been somewhat surprised at the lack of contact from our members asking for the proposed 135-page Code. We suspect it may have been overload at the prospect of wading through it – and that you pay your FRONZ sub for "us" to take care of it ! Can't argue with that !

## FRONZ SUBSCRIPTION RENEWALS

We are pleased to be able to report that as 30 September arrived, only two of our 70 member organisations are yet to renew their 2009-2010 subs. (which are for the year we started back on 1 April). To take advantage of our free Public Liability Insurance your sub and submitted details must remain current.

## NEW RAIL REGULATOR APPOINTED AT NZTA

Grant Hjorth & Paul Dillicar met the new NZTA Rail Regulator, John Freeman, (pictured right), together with Merv Harvey, in Auckland on 9<sup>th</sup> September, John's arrival follows a step up the ladder in NZTA for previous Regulator, John Oldroyd.



John Freeman was recruited from outside NZTA but was well known in rail circles as he previously served with Telarc SAI Ltd where he was involved in auditing NZRC/OnTrack Rail Operating System Safety Standards. He also had his own business auditing a number of FRONZ member railways such as Ferrymead Railway, Gisborne City Vintage Railway and others, a business he has now had to abandon due to potential conflicts of interest in his new job.

Some FRONZ members will notice changes in their main contact at NZTA Rail with a recent decision to share the responsibilities for audit compliance among more staff.

Happily, John was able to reconfirm that the subsidy for FRONZ Conference 2010 was locked into their budget.

That said, he and Merv have now set off on 6 weeks holiday, to different European destinations !

## BARCLAY # 531 NEEDS A PLUG !

Jason Durry, acting on behalf of Hawkes Bay Steam Society, writes :

“ I need help locating a 1 1/2" bronze taper plug valve for use on ex PWD loco #531. Does any group or individual have one of these surplus to their needs? Or does anybody know where I may be able to purchase a new one ? I have been trawling the web for months trying to find one but so far without luck.”

If you can help, please email Jason at [jasondurry@ihug.co.nz](mailto:jasondurry@ihug.co.nz)

## NOSTALGIA LOSES OUT TO 'EFFICIENCY'

Sacrilege ! The Mt. Washington Cog Railway in New Hampshire, USA, has introduced a fleet of diesel locos ! The newest power on the Mt. Washington Cog Railway is another diesel hydraulic locomotive, which emerged from the line's mechanical shop in the summer of 2009. M-3 joined the prototype, M-1, and a sister, M-2 in line service around the 1st of July. On that date, hourly steam-powered excursions were discontinued. The line now runs just one steam trip, on the first train of each day. All subsequent operations are handled by these diesels, unless ridership demands extra sections on more than 30% of the day's trains.

“Although they lack the charm and historic significance of the steam engines, these diesels have some economic and logistical advantages. They make the trip to the summit in just 40 minutes, yielding a cycle time of just 2 hrs (vs 3 hrs for steam). This means that the railway can handle all operations on most days with just 2 diesels, holding the 3rd engine in reserve. They burn 18 gallons of B20 biodiesel in each ascent, vs a ton of coal for a steam engine. They also start with the push of a button and require only one cab crew member to operate. The railway is said to be planning to continue construction of more such locomotives in the near future. And in another innovation, has introduced solar-powered switches to some of the passing backshunts.

Once ridden, the Mt Washington Cog Railway is never forgotten. Climbing to 6,288 feet, the Railway is a National Historic Engineering Landmark.

Sketchy details are still reaching us of a head-on collision on 12 September, between two steam train services on a 750mm narrow-gauge professional line in Saxony, Germany. The accident happened on a single-line section of the popular 7-days/week operation, running between Radebeul and Radeburg and reportedly injured 52 of the 248 passengers on the two services at the time, including four loco crew and seven children.

A celebration with extra services, marking the line's 125<sup>th</sup> Anniversary (it opened in 1884), was running at the time.

Damage to equipment was estimated to be in excess of a million euros. The remainder of the Festival was cancelled by the organisers.

It was not a good day for the railway. Earlier the same day, a visiting ancient Saxon-Meyer articulated loco had a collision with a car at a level crossing and was towed away damaged.

We all know that when "extras" and visiting engines are added attractions, the potential for accidents increases, and this incident appears to reinforce that message, according to early reports.

Short Video footage :

<http://www.youtube.com/watch?v=6VqP4qJrCWw>

*Thanks to Ben Calcott for the alert !*



**DAMAGED 0-8-0 MANSFELDER LOCOMOTIVE # 20**



## WEBSITE & INTERNET MARKETING TIPS

The website and internet marketing tips section on the [www.business.govt.nz](http://www.business.govt.nz) website contains plenty of practical information on how to get the most out of your online marketing. Find out how a well-designed website can broaden your customer base, all about e-newsletters, and how to improve the visibility and performance of your website. It is from the Government – and it is *free* !!!

## UPDATED DoC NATIONAL FIRE STRATEGY 2009-2014

Let a fire started on your railway get into Department of Conservation managed lands and you will find out very quickly why we are referencing this revised strategy paper ! You'll find it here >

<http://tiny.cc/JShws>

The Forest and Rural Fires Act 1977 and its Regulations cover the legislative requirements relating to forest and rural fires. Through delegation from the Minister of Conservation the department is responsible for public conservation land and a contiguous 1 kilometre fire safety margin where applied.

Fire is a threat to the natural and historic resources of New Zealand. To minimise this threat to public conservation land, the department will work within the legislation, collaborate with other fire agencies, organise its resources to best effect, including how to manage fire proactively, and be innovative. In preparing this strategy the department has worked with the National Rural Fire Authority (NRFA) and this strategy aligns with the NRFA strategy.

## FULL STEAM AHEAD FOR SHANTYTOWN STEAM SCHOOL

By MATT KERSTEN for "Grey Star" 5 September 2009 ( Sent in by a justifiably proud Ian Tibbles )

Demand for New Zealand's first 'steam school' has skyrocketed, with the first class due to start on the Shantytown railway in November.

The Tai Poutini Polytechnic certificate in steam-powered vehicles is the only one of its kind in the country. The polytechnic has partnered with Shantytown to facilitate the course. Students will work on two steam engines in five week-long block courses, with 'homework' thrown in between the practical sessions.

Polytechnic automotive engineering head of department, Warren Smith, said demand had been "huge". "I've just spent the last three days on the phone answering queries and have sent out over 30 enrolment packs already. It has been really surprising. I think we'll be looking at two or three courses per year for the first few years to cover the initial high levels of interest."

The part-time, hands-on programme has been designed to prepare students for working in heritage rail and steam jobs. Graduates will also have the potential to move into rail transport, steam plant or engineering, working as boiler operators in steam-powered vehicles, driving a steam-driven rail or road vehicle.

Topics covered in the certificate include an introduction to steam driven vehicle boilers, rail safety and inspections, preparing for operation, maintenance, repair and operation of steam-driven vehicles, water, corrosion and washouts, lubrication, records and documentation and braking.

The programme initially targeted members of steam preservation and heritage groups, but has surprised organisers with its broad appeal.

"The youngest applicant we've had is 17 — he's desperate to work with steam-powered engines, he just loves them. "Our oldest female applicant is over 60 and we've had a couple of older guys asking 'is there an age limit?' Mr Smith said.

The first block course will start on November 19 with eight students, and another group will start the second course on March 11.

**Footnote :** *Ian Tibbles adds : The mix to date is Dn 1, Timaru (P/point) 1, ChCh 4, Nelson 2, West Coast - Karamea to Kumara 6. Apart from P/point & MLS none as far as I'm aware. are connected with any formal group, they obviously just have an interest in trains or a fascination with steam.*

I'm sure all members of FRONZ applaud this initiative and its early success, even if we acknowledge that other less-formal "schools" exist within some member heritage railways. Go ShantyTown. !

## LAND TRANSPORT RULE : TRACTION ENGINES [ 2008 ] Rule 63001

As a service to FRONZ members who also operate Traction engines on and off their property we draw attention to this Land Transport RULE received by us recently :

Traction Engines (Rule 32006/3)

This Rule will convert the provisions relating to traction engines in the existing regulations into a Land Transport Rule. The Rule will continue the requirements and standards for safety for traction engines used in public places. This Rule will primarily state which requirement for traction vehicles used in public places will be required to be certified, and who will be responsible for ensuring compliance.

See > <http://tinyurl.com/l5kl75>  
<http://tinyurl.com/myvwpw>

## DERAILMENT OF A PASSENGER TRAIN AT GYSGFA, FESTINIOG RAILWAY

**NOTE:** This Report extract is published here to share the learnings, and not for any other reason.

### Key facts about the accident

On 3 May 2008 the rear two vehicles of the Ffestiniog railway 'Victorian train' became derailed as the train traversed the curves at Gysgfa, between Rhiw Goch and Tan-y-Bwlch. There were thirty four passengers and three crew on board the train at the time. 6 One of the members of the train crew sustained a minor injury in the derailment. None of the passengers were injured.

### Immediate cause, causal and contributory factors, underlying causes

The immediate cause of the derailment was *gauge spread of the track caused by the failure of eight consecutive baseplates which supported the outer rail of the curve.*

### Causal factors were:

- \* multiple failure of baseplates;
- \* the Ffestiniog railway had not experienced a failure of this type before;
- \* wrong diagnosis of a track fault;
- \* not measuring the track gauge when diagnosing track defects;
- \* the lack of a process for clearing debris from the track;
- \* the inspection system did not call for defects left in the track to be reassessed; and
- \* the design of the baseplate.

### Possible contributory factors were:

- \* the substitution of a foot inspection by an inspection done from a locomotive; and
- \* the lack of a process to control changes to standing instructions.

The underlying cause was that the Ffestiniog railway did not control their procedures for track inspection and maintenance nor supervise compliance with these procedures.

### Recommendations

- \* Recommendations can be found in paragraph 74. They relate to the following:
- \* Festiniog Railway Company's understanding of the extent of baseplate deterioration likely to cause derailment;
- \* the means of detecting baseplate deterioration;
- \* Festiniog Railway Company's inspection, maintenance and change control procedures; and
- \* Festiniog Railway Company's process for the investigation of track defects.

Read the full report here > [http://www.raib.gov.uk/cms\\_resources.cfm?file=/090702\\_R182009\\_Gysgfa.pdf](http://www.raib.gov.uk/cms_resources.cfm?file=/090702_R182009_Gysgfa.pdf)

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## NZ CONSERVATORS OF CULTURAL MATERIALS CONFERENCE

### 21-23 October 2009 – Auckland “Conservation in Public”

An examination of the public face of conservation and methods of keeping the profession relevant in our rapidly changing world. If we are to continue to preserve our material culture, how can we promote a better understanding of why it should be done and how it might be achieved?

The New Zealand Conservators of Cultural Materials conference will provide a forum for discussion about conservation in Aotearoa, its past and its future.

It will present an opportunity to challenge current practices and allow meaningful debate amongst the public and heritage sector.

To register or see the conference programme. <http://www.conservators.org.nz/>

## TWO "NEW" STARS FOR N.Z. RAIL HERITAGE

**TOP :** Former FRONZ Vulcan Railcar RM 56 now owned by the Canterbury Railway Society, looks immaculate during trial runs on the Ferrymead Railway.

*Photo: Nigel Hogg*

**BELOW :** Diesel Traction Group's thoroughly rebuilt English-Electric DG 772 is turned on the Weka Pass Railway's Waikari turntable whilst undergoing final trials prior to gaining mainline registration. WPR's DG's 770 & 791 are seen in the background.

*Photo : DLA Turner*

DG 772 is scheduled to tow RM 56 to Dunedin for the TGR Middlemarch Festival on 10 October.

Congratulations to both teams responsible.



During the week commenced 20 September, Paul Dillicar made an extensive visit to numerous North Island member organisations to continue the Executive's policy of meeting as many of our Members as possible on their own "turf". Paul would like to extend thanks for hospitality and time to : *Climax 1317 Trust; Waitara Railway Preservation Society; Ab 745 Group; Friends of Waverley Station Society; SteamRail Wanganui; Tramways Wanganui Trust; Feilding & District Steam Rail Society; Pahiatua Railcar Society; Carterton Railway Museum; Fell Locomotive Society; NZ Railway & Locomotive Society; W&MR Trust; Wellington Tramway Museum; Steam Incorporated; Rimutaka Incline Railway Heritage Trust; & Main Trunk Railway Ohakune Society*. Other visits included *Ministry of Transport; and NZTA Rail*, as well as arrangements for accommodation and activities associated with our *2010 Conference* to based in Palmerston North. .

Also on the list was the *Heritage Operations Committee* meeting on Friday 25<sup>th</sup> September where, in a pre-signalled move endorsed by the FRONZ Executive, Paul handed the Chairmanship role on to Alister Buckingham, General Manager of Steam Incorporated. With a background in both TAIC and Civil Aviation Authority work, as well as Steam Inc operations, Alister is admirably suited to this task, and Paul has expressed thanks to him for stepping up to the plate in this important role.



**CHANGING CHAIR :** On 25 September, Paul Dillicar (L) passed Chairmanship of the Heritage (Network) Operations Committee to Alister Buckingham (2<sup>nd</sup> from Left); Other members of the Committee (L to R) are Ian Cotton (Manager Codes & Standards, KiwiRail Networks); Arthur DeMaine (Independent); Grant Craig (Taieri Gorge Railway) & David Webb (OnTrack -Secretary )



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