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

IN THIS ISSUE

INFRASTRUCTURE BILL REPORT	1
REPORTING LEVEL X-ING COMPLAINTS ...	2
HOKITIKA & NGAKAWAU LINES NOW OPEN	2
GOVERNMENT & ASSOCIATED NOTICES ...	3
PRIVACY AND CCTV ADVICE	5
STANDARD FOR LAND DEVELOPMENT	5
TRACK SUB-BED MATERIALS	6
FUEL EXCISE DUTY REBATES AVAILABLE ..	6
MUSEUM EDUCATION ASSOCIATION	6

SHANTYTOWN STEAM SCHOOL OPENS	7
ADDRESS BOOK CHANGES	8
ROAD-RAIL VEHICLE RUNAWAYS ...	9
SCREWS FOR COACHBUILDING	10
SITUATIONS VACANT : COMPLIANCE MGR.	10
FRONZ 2010 CONFERENCE TRAVEL	10

THE INFRASTRUCTURE BILL 2009

FRONZ SUBMISSION A WINNER WITH PARLIAMENTARY SELECT COMMITTEE

Although we haven't yet heard this "officially", the Select Committee Report on the Infrastructure Bill which is available on the Net, reported positively (*10 November*) on the outcome of the FRONZ submission as follows :

"Amendment to the Railways Act 2005

The bill provides for "licensed access providers" to publish criteria for access on a publicly available website. There are 80 such providers, ranging from small voluntary organisations to industrial rail operators and the New Zealand Railways Corporation. We recommend amending section 75 of the Railways Act 2005 in clause 38(2) to limit this requirement to the New Zealand Railways Corporation and any other licensed access provider that the Minister declares by notice in the Gazette to be subject to it. This would avoid requiring rail operators who were unlikely to be providing utility access to their tracks from having to publish criteria for access on a publicly available website."

It would be rare for Parliament to overturn the advice of the Select Committee in such apolitical circumstances and we therefore await confirmation of the change when the Bill proceeds through the House.

We are aware that some rail corridors being used exclusively by non-NZR operators are still the property of NZR Corporation, however we understand it is the Licensed Operator that determines whether or not a line should be subject to the Act.

The Select Committee also said that "We recommend amending clause 11(2) to specify that the minimum consultation requirement when developing a Code is to consult with utility operators and corridor managers likely to be affected by the Code" and on that basis alone it would be difficult to imagine that a Minister would agree to make a non-NZR operator comply unless they had first been involved in discussions over the desire of a Utility to have access to their corridor.

If any of our members made a submission on the Bill, we are unaware of it, but consider yourselves thanked for any support given. FRONZ will continue to monitor the passage of the Bill through the House.

REPORTING TO POLICE OF LEVEL CROSSING COMPLAINTS

FRONZ members operating trams and trains have been invited to formalise their reporting of level crossing complaints by using a system that has successfully been trialled by KiwiRail & Police National HQ. Here is the detail :

“My name is Mark Stables. I work in Road Policing Support at Police National Headquarters. As you may have heard, I have made some administrative changes to the level crossing complaint process. I am now the single point of contact for all breaches, and will be managing the police response to such complaints. I am hopeful that a single point of contact will make your lives easier, while at the same time providing a better service from us in terms of investigation and follow up.

I have attached** a re-worked complaint form that I would ask your staff to use. It has my contact detail included.

As per the previous system, I will take it that if a complaint is faxed to me, the complaining driver (of your train or tram) is prepared to give evidence in court as required.

It would also be advantageous if a driver could still inform a Police Communications Centre of incidents as they arise, and secure the event number. It will help me collate incidents

I also hope to be able to build a risk profile for level crossings which I will feed in to our directed patrolling loop. If you have any questions or problems please don't hesitate to get in touch. I look forward to a smooth investigative process moving forward”

**** (See File attached to JOURNAL : Level Crossing Complaint PNHQ.pdf)**

Inspector Mark Stables, National Advisor: Crash Investigation

Police National Headquarters | 180 Molesworth Street, P.O.Box 3017, Wellington

Phone : 04 470 7120 Ext 44420 Mobile : 556 1811 FAX : 04 498 7404

HOKITIKA BRANCH & STILLWATER-NGAKAWAU LINE REOPEN FOR PASSENGER EXCURSIONS

Following closely on the heels of the announcement about the decision to close the SOL to all trains, at least until the economics of the line have been examined, there is now better news about two other lines which have been closed to passenger traffic for many years.

In a letter from Peter Steel, GM Engineering & Standards, OnTrack, to FRONZ, he announced that as from 1st December both the Hokitika & Stillwater - Ngakawau lines would be available for excursion trains.

FRONZ has been pursuing the reopening of these lines for some time and were kept informed of progress with engineering and refurbishment upgrades that eventually led to this decision. KIWIRAIL have told us that there will be some operating restrictions and these will be made available to registered heritage network Operators (and others on a “need to know” basis).

FRONZ had been assured for some time that KiwiRail were working to re-open the SOL to passenger traffic (it was once on target to happen in March 2010) and we are aware that the commitment to that was more than idle words. Ultimately, however, the damage wrought by lack of investment over many years, especially during the period of private ownership, left a legacy that it is currently impossible to address within current budgetary constraints imposed by the Government and the Board and Management had no real alternative than to take the decision it has.

Thanks again to RURAL WOMEN NZ, we are able to bring you this round-up of news about what the Government and its agencies are up to, that could affect you and your organisation. The follow-up is over to you !

INCREASES IN ACC LEVIES

ACC is proposing increases to ACC levies which relate to:

- work levy rates - that provide cover for work-related personal injuries;
- earners' levy rates - that provide cover for non work-related personal injuries (e.g., at home or at sport); and
- motor vehicle rates - that provide cover for personal injuries involving moving motor vehicles on public roads.

Increases proposed:

- for the Work Account, the combined average levy rate per \$100 liable earnings would go up 16c;
- for the Earners Account, the levy rate for non-work claims in 2010/11 per \$100 liable earnings would go up 67c; and
- for the Motor Vehicle Account, the average levy per vehicle would go up \$30.28 (greater rises for motorbikes)

ACC says an increase in the number of claims received annually, rising health costs, and scheme extensions have been the major contributors to the need to increase levies to cover the current costs of the ACC Scheme. It is separately looking at changes to some of the criteria measuring people's eligibility for ACC.

Submissions **closed** on 10 November.. More, including proposed levy rates for 2010-2011, is at www.acc.co.nz/consultation, or freephone 0800 ACCRATES (0800 222 728)

SMALL TO MEDIUM BUSINESS ENTERPRISES : TAX PAYMENT PROPOSALS SMEs:

A report from the NZ Institute of Chartered Accountants (NZICA) and Tax Management NZ takes a fresh look at the way NZ small businesses (SMEs) calculate and pay tax, putting forward two proposals. They are:

- a **"Micro Business Taxation" proposal** targeting business activity operating on a very small turnover (unregistered for GST, earning less than \$60,000 per year) proposal (featuring a 15% flat tax rate); and
- a **"Small Business Taxation" proposal** for small businesses whose turnover is up to \$1.2 million.

The aim is to make tax compliance simple and practical, with small businesses having to spend no more than one hour on one return, and only having to make one payment every two months for income tax and GST compliance. After feedback is collected, NZICA will take a final proposal to Government.

Comments close on 1 February 2010. The report is at <http://www.smetax.co.nz/reports/>, and you will can post comments on an interactive section of the website or email them to carla.feakin@nzica.com

IRD CONSULTATIONS

Closing dates for comments on these consultations are in brackets:

- **Reimbursing shareholder-employees for motor vehicle expenses:** Clarifies the use of the mileage rate published by Inland Revenue to reimburse shareholder-employees, in particular, the employee criteria and whether the 5,000km limitation applies (30 November 2009). Reference number is ED0118.

Email comments about any of IRD's consultations to public.consultation@ird.govt.nz.

More information about each consultation is at <http://www.ird.govt.nz/public-consultation/>

MORE VISITORS ARRIVING

Visitor arrivals in September 2009 (172,400) were up 14,700 (9%) compared with September 2008, Statistics NZ said recently. This is the largest monthly percentage increase in visitor numbers since April 2006. Arrivals from Australia (up 12,600 or 15%) were the major contributor

NOTE : The next edition of "JOURNAL" will not be published until mid-January 2010



ENTRY LEVEL AGRICHEMICAL WORKSHOP

A growing number of district councils are insisting on completion of safe handling courses for all users of agrichemicals. In response, FarmSafe has developed a new entry-level agrichemical workshop which will be industry-recognised. The one-day workshop is ideal for those new to working in the horticulture, viticulture, and pastoral sectors. Upon completion, participants will receive the "Introduction to Agrichemicals Certificate". The workshop covers a wide variety of best practice information and participants will learn to recognise what chemicals may hurt them or the environment and how to address that, information on applying chemicals, how to store and dispose of chemicals, keep accurate records, and be informed of their responsibilities around environmental issues. Major risks with chemical use are usually acute poisoning and skin irritation, and the long-term effects on health from poor chemical handling are still being discovered. So it makes good sense to read chemical labels thoroughly and use the correct clothing to minimise risk (a PVC apron, face shield, solvent resistant gloves and chemical resistant footwear should be standard).

For more information call FarmSafe on 0800 545 747

RENEWING YOUR AGRICHEMICAL APPROVED HANDLER CERTIFICATE

ChemSafe is an Agrichemical Approved Handler renewal service, brought to you by FarmSafe. We have recently introduced a quick and easy system where you can choose to renew your Agrichemical Approved Handler Certificate online, or request a Home Pack be sent to you in the post. Our renewal service will outline the changes since your last certificate was issued. After paying the fee, follow a few simple steps and answer some questions relating to the changes. You can complete the renewal process, either:

Online - for those on broadband or fast dialup speed (this should take under 30 minutes); or

Home Pack - request a Home Pack (either online or by calling 0800 545 747).

**For further information call 0800 545 747

"FUNDS FOR WORKING TOGETHER"

Four funding organisations — the Todd Foundation, Tindall Foundation, Wayne Francis Charitable Trust, and the J R McKenzie Trust — are introducing a new fund known as the Working Together More Fund — He Putea Mahi Tahi. The aim of the fund is assist community organisations to make a greater difference for the people and communities they serve, through working together more closely with other organisations. There will be a number of funding rounds. Groups of two or more organisations which are interested in exploring how they might work more closely together can apply for financial assistance and/or expert help. Applications to the first funding round closed on 13 November 2009, the second in March 2010. An application form is at

<http://www.tindall.org.nz/application-form/>.

More is at <http://www.tindall.org.nz/working-together-more-fund>

NOT-for-PROFITS' CONCERNS: FINANCE & FUNDRAISING

Not-for-Profit organisations are becoming increasingly concerned about finance and fundraising, according to a nationwide survey by international accounting firm Grant Thornton. Financing the organisation was identified by 72% of survey respondents as one of the three most significant issues they faced during these challenging economic times, with 47% saying that fundraising was also a key area of concern. Both these figures were up significantly from the last survey two years ago and the highest since the survey first started in 2003.

Other areas of significant concern are the role of the board in relation to governance, retaining and motivating staff and the managing and compliance costs of staff.

Download the report from

<http://www.granthornton.co.nz/Assets/documents/pubSeminars/NFP-Survey-2009-2010.pdf>

HELP WITH HEARING LOSS

You can download a series of information cards about loss of- hearing , and coping with it from

http://www.hearing.org.nz/info_cards.php



NEW GUIDANCE ON PRIVACY & CCTV

Media release 22 October 2009

The Privacy Commissioner has released new guidance on how businesses, local government and other agencies can use CCTV (camera surveillance systems) while still protecting privacy.

"CCTV is proliferating, in New Zealand as well as overseas" said Privacy Commissioner Marie Shroff. "It seems that everywhere you look, someone has a camera trained on you. This raises questions such as what exactly the images are being used for, how secure they are from misuse or unauthorised viewing, whether the cameras are unnecessarily intrusive and so on."

"We saw a real need for the Privacy Commissioner's Office, as the watchdog in the privacy area, to help businesses to deal properly with the privacy issues that CCTV systems create. There was very little guidance available to business and government, and so this will go some way to filling that gap.

"CCTV has an important role to play in detecting and prosecuting crime, and even deterring some types of crime. But this does not need to be at the expense of privacy. People need to trust that the information the cameras collect will not be misused," said Marie Shroff.

The new guidance material gives businesses and agencies practical & easy-to-read advice about such things as:

- deciding whether CCTV is right for them;
- planning the system properly;
- selecting the appropriate technology and positioning cameras;
- making employees, customers and others aware that CCTV is operating;
- storing and retaining the images; and
- giving people access to images of them

View the Guidelines and the summary of guidelines and checklist here <http://tinyurl.com/yz3po5w>

DRAFT STANDARD : LAND DEVELOPMENT

Standards New Zealand [\[mailto:rachel.mahony@standards.co.nz\]](mailto:rachel.mahony@standards.co.nz) **Sent:** Monday, 16 November 2009
Subject: DZ 4404, Land development and subdivision draft is available for public comment.

The following draft Standard is available for you to comment on. The closing date for comment on this draft Standard is **5 February 2010**.

DZ 4404, Land development and subdivision

This draft Standard is a revision of NZS 4404:2004 *Land development and subdivision engineering*. The revised draft Standard encourages sustainable and modern design that emphasises liveability and environmental quality in the development and subdivision of land, where these activities are subject to the provisions of the Resource Management Act 1991.

The key changes include:

- *removing 'engineering' from the title of the Standard to emphasise that collaboration among a number of disciplines is important for good land development outcomes
- *requiring that road design allows 'context' or 'place' to be given significant emphasis, and that roads be designed to achieve safe (slower) operating speeds
- *a new emphasis on managing and treating stormwater 'before it gets into a pipe', by the use of grassed swales, natural or artificial waterways, ponds, and wetlands a requirement to consider climate change and potential sea level rise. See the Draft here : <http://tinyurl.com/yh2v8d4>

TRACK SUB-BED MATERIALS

Evan James of MOTAT Rail writes :

I was wondering if any group has been seizing on the opportunity to use an excellent, and mostly free resource for track sub-bed. I am talking about what is known in the roading industry as "millings". This is when the surface of the road is skimmed off with a big machine (sometimes down about 6 inches) dumped into a truck, and tipped. The mix contains ground up bitumen and soil, and looking at it, could make an ideal sub-base for railway tracks. And the beauty of it, is that it could well be free if you talk nicely to the roading contractors in your area, because they are often looking at sites to dispose of it. For those living in Auckland there is a large stockpile of millings alongside the north western motorway near the Bond Street bridge which will be used to construct the cycleway extensions.

To which Alex Hunter, replying from his OE in Britain responds

This stuff is a real bargain!! I bought 9 Tons of it earlier this year for \$63 from Fulton Hogan in Christchurch, for my driveway, and it packs down like a rock, so would have to agree that it would make a fantastic base for setting track on.

And Shane Murray (OBR) says : It does not drain very well, so track becomes waterlogged. Already tried it... Take that into account.

FUEL EXCISE DUTY REBATES

Paul Markholm writes from Christchurch :

I am trying to tell as many people I can about Fuel Excise Duty refunds. This is for petrol only.

If your group uses petrol for off road use, such as locomotives, track gear, compressors etc. you can claim the excise duty on this. I think it is about 47c per litre (IIRC). So it is worth claiming. My petrol trucks are over 3.5 Tonnes and have a HubOdometer on which I pay road tax twice. (Fuel and hub) So therefore I claim back the petrol excise duty tax.

When purchasing petrol I suggest you get two receipts. One for the IRD and a duplicate for the claim. It is one of those secrets that the boffins don't like the great unwashed to know about.

NZ Transport Agency
Private Bag 11777
Palmerston North 4442

Attention : Fuel Excise Duty Refund

email Crownrev.@nzta.govt.nz

If you write to them you can set up an account number.

For off road vehicles or equipment I would presume you detail its use. The claim is done on an official form MR70 with receipts attached.

MUSEUM EDUCATION ASSOCIATION NZ

The Museum Education Association of New Zealand (MEANZ) Biennial Conference will be held on Thursday 4th and Friday 5th February, 2010. This year's Conference theme is *Engaging Communities* and is hosted by City Gallery Wellington.

MEANZ is a professional organisation that provides support, professional development and advocacy for educational professionals working in museums, galleries and related organisations.

Please see the attached PDFs for Conference details and registration information, or go to conference website www.greenchilli.org or email MiriY@tepapa.govt.nz

Michael Steele

Communications Officer (fixed-term)

National Services Te Paerangi Te Papa Tongarewa | Museum of New Zealand

Contributed by : Ian Tibbles, ShantyTown

"All aboard for the Steam School" said the predictable caption headline of the obligatory newspaper photo which read – *"The eight new Tai Poutini Polytechnic & Shantytown Steam School students soak up the steam & coal smoke on their first day of class this morning. The Steam School is the first of its kind offering students of all ages the chance to attain an NZQA national certificate in Steam Powered Vehicles. Tutor Ian Tibbles, head engineer at Shantytown said it was great to start with a full complement of 8 students – 3 from the West Coast and 5 from around the South Island. Warren Smith TPP Automotive Dept head said there was already enough interest to fill the next course".*

Three years in the planning, the often talked about Shantytown Steam School became reality on Thursday 19th November 2009 when eight curious souls assembled in a class room at the Greymouth Campus of Tai Poutini Polytechnic. The formalities at TPP were soon dispensed with and after a formal safety briefing at Shantytown it was time for some real learning.

A train ride followed by a walk-out tour saw the team paired up (this is your buddy for the duration of the course) and a start made on the five, week-long on-site training blocks.

1st SHANTYTOWN STEAM SCHOOL INTAKE



Seen at the ShantyTown loco shed (L to R) are : Malcolm Gilbert - Nelson,(retired aircraft engineer;) Peter Tait - Nelson, (retired marine engineer.); Bruce Shaw ,Greymouth; Andrew Roxburgh - Amberley, (builder); Craig Campbell - Rangiora, (automotive) Kevin Hellyer - Dunedin, (property maintenance); Mark Wylde - Kumara, (school bus driver). On Loco: Ian Tibbles - Steam School Tutor and Hamish Horn - Westport (KiwiRail LE);

Photo by David Maciulaitis for ShantyTown. 23 November 2009.

Student ages ranged from mid 20 to 70+ and with a diverse employment background ranging from retired aircraft engineer through builder and property maintenance to school bus driver discussions were always fruitful.

Case studies included the Medina traction explosion, South Australian Railway's 520-class fusible plug failure and the furnace failure of a small dairy company boiler in Ashburton some 30 years ago. (More case studies will follow)

Locomotives, live, dead and under survey were examined in detail as the rough white board sketches came to life. Our small railway staff suddenly swelled as students, on a round robin rota (2 at a time) assisted the Shantytown driver with the daily operation of the railway.

The students, some with no more than a curiosity interest in steam and only one with a direct affiliation to a heritage group left Shantytown excited and eager to return in March for block #2, "Making Steam", a week dedicated to lighting up & basic steam engine operation with our spare loco.

Mention should be made of the Shantytown train crew, Iona Littlejohn, Paul & David Maculaitis & of course Jeffrey "I am in shape" Harrison who were an important part of the learning process as without their willingness to participate there is no live steam to "play" on. A very rewarding experience for everyone.

The future of this project looks good with Course Two already filled and booked to start on 8th April 2010. Enquiries continue to trickle in, so #3 is well under way.

I would like to thank all the people who have encouraged me to persevere with this project which has become a reality.

If your Railway does not have a Training School of its own for Steam Firemen & Drivers, (or in any case), please consider advertising the ShantyTown Steam School in your Newsletter. Details available via Ian Tibbles > steam@shantytown.co.nz

ADDRESS BOOK CHANGES : *Please amend our Address Book*

Wellington Tramway Museum :

WTM have elected Trevor Burling as their new President, replacing Henry Brittain, who is now Secretary !

Trevor Burling's address details are
9 The Companionway
Whitby, PORIRUA 5204
tm20.13.2@xtra.co.nz
Phone : Home : 04 234 7199
Mobile : 027 687 1914
and Trevor is now Retired !

Tramway Historical Society

Postal address stays the same. :
Phone # is 03 3841708

Website is now
www.ferrymeadtramway.org.nz

eMail address is now
secretary@ferrymeadtramway.org.nz

President,
Graeme Belworthy,
president@ferrymeadtramway.org.nz

Goldfields Railway Inc.

President is now
Graeme Martin
grajac@ihug.co.nz

Bay of Islands Vintage Railway

New website is : <http://www.bayofislandsvintagerailway.org.nz/index.html>

RAIB (UK) REPORT

Investigation into runaways of road-rail vehicles and their trailers on Network Rail FRONZ offers this material as guidance for its members - we recommend it for a safety discussion at any member railway using Road-Rail vehicles.

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Suppliers have developed RRVs in response to market opportunities, and Network Rail (and Railtrack before it) has not managed the different stages of an RRV's life cycle starting from defining the requirements. This has resulted in a proliferation of different types of plant, many of which were designed and procured before Network Rail came into existence, and which may not be optimised for the tasks that they are to carry out, or specified to a level that will ensure an acceptable degree of safety.

There have been no runaway accidents or incidents involving trailers since the fatal accident at Tebay on 15 February 2004, although there have been runaway incidents since where trailers have been operating coupled to RRVs.

The biggest proportion of previous runaways has arisen during the *on- or offtracking* process where the operator placed the RRV, with no brakes fitted to the rail wheels, into a freewheel, unbraked, condition. An engineering means to prevent this occurring is progressively being fitted. In the meantime, the prevention of a freewheel condition occurring depends on the operator correctly following the on/off-tracking procedure.

Other runaways have occurred during braking where the rails were wet and in some cases contaminated. A significant gradient was also a factor in some incidents. Friction between the rubber tyres and steel wheels or rails was overcome causing wheel slide to occur, extending the stopping distance. Although RRVs have to meet standard stopping distances on dry rails, there are currently no standard requirements relating to other rail head conditions.

A factor in some runaways and collisions has been the length of *work sites* in which RRVs had to travel a significant distance to where they were required to work. In accordance with the railway's Rule Book, such movements are generally required to be made at 'extreme caution'. This is probably unrealistic where a work site extends over several miles.

An important control measure for safety is a robust planning process that takes account of gradients, the possible effect the work taking place may have on the rail head condition, and the possible influence of work being carried out by others. RRVs that are dependent on a rubber/steel interface have significantly extended stopping distances if the rail head is wet and unpredictable stopping distances if the rail head is contaminated. These stopping distances are extended still further by a significant downward gradient, or if the RRV is hauling a loaded trailer. Staff operating RRVs should be briefed on these hazards and how they may affect the operation of the machine.

Recommendations

Recommendations can be found in paragraph 240. They relate to the following areas:

- * Network Rail managing the planning and operation of RRVs on its network throughout their system lifecycle;
- * Network Rail assessing the operation of existing RRVs and trailers with the aim of reducing the risk of runaways and collisions arising from the operation of these vehicles; and
- * Network Rail improving the reporting of accidents and incidents involving RRVs in order to reduce the level of under-reporting.

Could we commend all operators who use RRV's (Road-Rail Vehicles) read the report conclusions and recommendations here >

http://www.raib.gov.uk/cms_resources.cfm?file=/091029_R272009_RRV.pdf

SCREWS FOR TRAM & RAIL COACHBUILDING

10

Allan Cowan writes

Another source of traditional slot head screws for restoration work is

<http://www.bronzeandbrassfasteners.com.au/current-stock-list/>

They are made in China. They can also possibly make screws to an order as well. "We are not the only people suffering the same issues, Specialist boat builders and fine cabinet makers do too. "!

SITUATION VACANT : RARE OPPORTUNITY : RAILWAY COMPLIANCE MANAGER

A rare opportunity has arisen for employment as a Compliance Manager for a Tourist Railway venture based in a large provincial City which is tourist orientated.

Initially the major focus will be the rehabilitation for service of an existing railway line. Skills in track work (corridor preparation, track-laying and maintenance) are very important to the appointment.

Accountability to NZTA and reporting to the CEO, together with being able to work with a wide range of both skilled and unskilled volunteers and paid workers, rates highly in the attributes we are looking for. Needless to say, safe working procedures are a top priority. Developing and maintaining an excellent relationship with compliance monitors, providers, neighbours and other authorities is expected.

Conditions and rewards will be discussed in confidence, with candidates displaying acceptable credentials. Initial enquiries (including your preferred contact details) should be directed to:

The Trust Secretary
P O Box 198, Ngongotaha 3041
Email: admin@spectrum1.co.nz

FRONZ CONFERENCE 2010 TRAVEL ARRANGEMENTS

We know delegates like to book early to take advantage of travel discounts, so here is a broad outline of the Conference arrangements we are currently working on. Conference starts Friday evening 4th June in Palmerston North. The Conference Venue is the Kingsgate Hotel and FRONZ will as usual be offering good specially negotiated rates when our Conference Bookings open in Mid March. If you want to stay anywhere else make your own arrangements. Rather than fly into Palmerston North, we envisage many delegates will arrive by "Capital Connection" ex Wellington Friday evening or down from North on the "Overlander" that day. Neither train are of any use to travel home on Monday *Read on..*

On Monday we will be travelling from Palmerston North to Pahiatua behind Wab 794, courtesy of Feilding Steam Rail. From Pahiatua, you can elect to return on the train to Palmerston North (arriving back by 2.30pm) OR you can join a special FRONZ bus down through the Wairarapa (with stops at selected rail interest places) and connecting with the Wairarapa SW train arriving in Wellington at 6.30 pm from whence you can still connect to most Airports. This process will also save many delegates from having to drive to & from Palmerston North. (There are some really cheap flights available NOW home from Wellington (e.g. Auckland for \$ 59).

We will keep you informed via JOURNAL of progress in confirming these arrangements.



FRONZ 'JOURNAL' # 82 WAS PUBLISHED ON 1ST DECEMBER 2009, IN TIME TO WISH ALL OUR READERS THE BEST FOR A HAPPY CHRISTMAS & A SAFE, HEALTHY & PROSPEROUS 2010.

MERRY XMAS