



# JOURNAL

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## MAJIK VIDEO SYSTEMS JOINS FRONZ

Lindsay Benbrook, proprietor of Majik Video Systems, is the latest to join FRONZ. Deriving most of his income from the popular DVD series "RailScene", Lindsay is a talented videographer who brings railfans up to date with captivating videos from around the country, and also has transferred many older movies into DVD format for the entertainment of railfans both at home and abroad.

Lindsay says he is keen to join FRONZ at its 2010 Conference, where he will get the "feel" of the spirit of cross-party co-operation. Welcome Aboard Lindsay !

## COUNT-DOWN TO 2010 CONFERENCE

As we go to press, there are 92 people booked for Conference and the Travelodge Hotel is sold out, meaning we are now recommending alternate accommodation. Another 3 weeks to go should see us nicely "topped up".

Sadly, we report a "hiccup" in that Reid McNaught, our Awards Convenor, was admitted to hospital suffering a serious heart problem just after the Awards closed. He is in intensive care and is not expected to recover in time for Conference, so we are now appealing that if anyone reading this has any clue if your Society entered for an Award that Reid looked after (Tram Award; Rolling Stock Wagon, Rolling Stock Carriage; Diesel Loco) PLEASE would you contact Paul Dillicar [dillicar@ihug.co.nz](mailto:dillicar@ihug.co.nz) - urgently. Meantime, it goes without saying, that we wish Reid a steady recovery from his surgery and recuperation.

For those of you taking the WAB 794 Excursion to Pahiataua on Monday 7 June, the following is your Timetable:  
Feilding depart 0830, Palmerston North 0915, Woodville 1005 and Pahiataua arrive 1025.  
Pahiataua depart 1145, Woodville 1230 – 1315, Palmerston North 2.00 and Feilding at 2.45pm

Buses will meet Wairarapa people at Pahiataua at 12.15pm, and Palmerston North people at 2 pm (thence on to Hotel & Airport).

Social night is Friday night at the House Bar at Travelodge. Pick up your delegate bag there..... and your name tag (as well as for Partners joining you over the weekend). Delegate registrations start again on Saturday morning at 0800, for those who missed out !

There will be NO additional AGM papers at the AGM. They were all Emailed out last week and the Minutes of the 2009 AGM are attached to this Mail-out. PLEASE bring your papers with you.



Ian Tibbles reports that the 2<sup>nd</sup> intake of Steam School aspirants reported for duty on 8<sup>th</sup> April and are photographed above. Commencing their first 5-day training block, they were expecting a formal classroom, but students were soon enthusiastically involved in steamy discussions in a friendly atmosphere. At the end of the 5-day block these enthusiasts of steam had become ambassadors of the future of heritage steam, be it rail, road and stationary.

The students left - right Tony Harwood ( Karamea), Robin Crighton (ChCh), Graham McElroy (ChCh), Bill Knight (Timaru) Ian Hannen, (Nelson) John Scott (Auck) Ian Tibbles the tutor, and in the cab -Danny Bade (Chch)..  
Photo David Maciulaitis 10-4-2010

Meantime, the 1<sup>st</sup> intake were back for more training in March for another 5 days when they took part in Light-up Week, during which students in pairs (and under supervision) took turns to light up a cold boiler, raise steam and operate the engine up and down our coal siding.

We are already working on Intake # 3 with several from the North Island signing up, and they will start on 15 July. We are even taking bookings for a 4<sup>th</sup> intake in September.

The quirkiness of the Steam School has sparked interest from unusual sources. TV One screened a short clip on National News on Saturday 10th April, this may be found on YouTube (tag "Shantytown Steam School").

"We're looking forward to announcing the Winner of the 1<sup>st</sup> Shantytown Steam School Award at 2010 Conference" says Ian.

**HAVE YOU BROUGHT THE SHANTYTOWN STEAM SCHOOL TO THE ATTENTION OF YOUR MEMBERSHIP YET ? IT IS ALL ABOUT PRESERVING THE SKILLS AND KNOWLEDGE THAT COULD SAVE YOUR PROJECT ONE DAY.**

Noel Meek passed away on 18th April at the age of 88, after a long period of illness. He was well known by fellow railway enthusiasts and many others - for his association with the Fell Locomotive Museum at Featherston. One of the founders of the Friends of the Fell Society in 1980, Noel was President 1989-2006, Treasurer 1989-2004, and an Honorary Life Member of long standing. From 1980 Noel also served three decades as convener of the Wairarapa Group of the N.Z. Railway and Locomotive Society, his membership of the NZRLS having dated from 1952.

Enrolled with the Society in its early years, probably in the late 1960s, Noel's last year as a member (No. 30) was 1974. A few years later he re-joined his association with the organisation: in 1980 the Wairarapa Group NZRLS combined with the Society to arrange field activities allied with the N.Z. Railway and Locomotive Society's Annual General Meeting. In August 1980, in company with Cliff Lea, Noel attended a meeting at the writer's residence to finalise planning of the various events. At our Society's monthly social meeting in April 1981, in the course of which a summary of the Fell Society's activities was provided, he was one of the Friends of the Fell members in attendance.

Noel grew up in Khandallah; following secondary education at Wellesley College he was in employment for only a short time before joining the Army on the outbreak of war. He had brief service in New Caledonia with the N.Z. Army Service Corps, attaining the rank of Staff Sergeant, before being invalided due to illness. Noel married in 1945 and moved to Greytown in 1950 to take up dairy farming, resulting in an extensive and influential involvement with the dairy industry. In subsequent years he also contributed greatly to many community organisations, including several school committees, the Workingmen's Club, and his local RSA which awarded him Life Membership and the RSA Gold Star Badge in recognition of his prolonged service as Secretary, Treasurer, and Welfare Officer. In the New Year Honours of 1999 Noel was appointed a Member of the New Zealand Order of Merit (MNZM), for services to the community.

In the 1970s, now retired from farming, Noel spent 5 years working for the NZR as a clerk at Carterton station. By the time the Friends of the Fell Society was established in 1980 he was fully retired, a situation that was advantageous for the fledgling organisation. Noel became a member of the Restoration Committee headed by his old friend Cliff Lea and was soon immersed in the massive undertaking of stripping and restoring Fell locomotive H-199, a task finally completed in March 1989. It had been a labour of love for a man who had been interested in railways from a young age. Noel had pursued his hobby through the era of last steam trips, with his involvement in the restoration of H-199 and his continuing active contribution to the Fell Locomotive Museum being the culmination of his railway interest.

Noel's wife Olive predeceased him in 1988; he is survived by his two sons, a daughter, and their families. His passing will be keenly felt by all those who knew him, and it is a certainty that he will be missed in many circles.

JOURNAL acknowledges the assistance of "Pantograph" in supplying this Obituary

JOURNAL ALSO acknowledges the passing of ALISTAIR N. TEWSLEY & ALAN K. SIM, both NZR&LS stalwart members of the Auckland Group of the Society, who died in April and May 2010.

## FRONZ ADDRESS BOOK CHANGES

### MAJIK VIDEO SYSTEMS

P O Box 15  
WESTPARK MARINA  
WEST HARBOUR  
WAITAKERE 0661

Lindsay Benbrook 09 416 214

### ROTORUA – NGONGOTAHA RAIL TRUST

P O Box 198  
NGONGOTAHA 3041

Rail Trust Office / Clubrooms: 07 357 5484  
General Manager: 07 3323343 / 027 289 8846  
Chairperson: 07 332 2171

### Water Management Regulations

New Resource Management Act (Water Metering) regulations will come into effect on 1 July.

They will require all water takes of more than 20 litres a second to be metered within two years (2012), water takes of more than 10 litres a second to be metered within four years (2014), and water takes of more than 5 litres a second to be metered within six years (2016).

They do not cover small takes for domestic use (5 litres per second is the amount of water used by most households).

The move is part of a wider programme to improve fresh water management. Wider issues covering improved regulation on water quality, better systems for water allocation, and simpler processes for advancing sustainable storage schemes will be addressed after the Land and Water Forum has reported to the Government in July.

Water use is worth more than \$5 billion per year to the economy, but currently, it is estimated that only 31% of water taken nationally is metered.

### Giving and Sponsorship: Research

The Ministry of Culture and Heritage has published research findings covering the 2007-2008 tax year that shows that just 3%, or \$9.9 million, of the \$383.2 million in gifts, grants and sponsorships received by cultural organisations came from individuals. Another 6%, or \$22.6 million, came from companies. The rest came from central and local government, and from the Lottery Grants Board, trusts and foundations. Of those organisations that did not receive any cash, or received non-cash support from individuals, 78% had not sought it, while 87% of those without corporate support had not sought it.

It also found only 53% of 480 the cultural organisations completing the survey "donee status" with IRD. Without donee status, individuals or companies cannot claim tax relief on donations to that organisation, and the organisation cannot participate in the new IRD-administered payroll giving scheme. This enables company employees to donate through regular, automatic deductions from that employee's before-tax pay.

The report at

<http://www.mch.govt.nz/projects/culture/giving-sponsorship.html>

### A PC for \$300? (That's a Personal Computer !!)

TechSoup NZ and Remarkit Solutions are offering refurbished computers to NZ charities for \$300-\$400 (including GST and delivery).

There are two options available: the Power Pack-complete with 15-inch flat screen; and the Premium Pack-with a bit more grunt and a 17-inch flat screen, selling for \$400. Both options come complete with the Windows XP operating system and a 90-day warranty. All registered qualifying Techsoup NZ members are eligible to purchase.

You can also check with Techsoup NZ if you're eligible to buy Microsoft Office 2007 or other software you require to load onto any refurbished computers you buy.

Find out more at [www.techsoup.net.nz](http://www.techsoup.net.nz)

*Thanks to Rural Women for the content of this page*

### Lottery Significant Projects Grants

Recipients of this year's Lottery Significant Projects Fund grants are:

. Auckland Zoo Charitable Trust: \$2,694,000 for Te Wao Nui visitor experience; . Carter Observatory Trust, Wellington: \$698,412 for refurbishment project; . Kauri Coast Community Pool Trust: \$2,255,983 for a new pool complex (Dargaville); . Methven Heritage Association Inc: \$1,901,594 for Methven Heritage Project; . Ngai Tahu Maori Rock Art Charitable Trust: \$594,852 for Maori rock art visitor centre (Timaru); and . Te Manawa Museums Trust: \$983,000 for the NZ Rugby Museum upgrade (Palmerston North).

**The Lottery Significant Projects Fund is targeted at large capital expenditure projects with a total cost of at least \$1 million. In total, \$178 million will be distributed amongst the community this year by the NZ Lottery Grants Board. For more information on Lottery grants see [www.dia.govt.nz](http://www.dia.govt.nz) or [www.cdgo.govt.nz](http://www.cdgo.govt.nz).**

### Check that Cheque!

The Banking Ombudsman has reminded people that they need to take precautions using cheques, following a spate of recent cases received by the Office involving stolen cheques.

The words "not negotiable" just mean the cheque cannot be cashed and the money has to go into a bank account - and this could be the thief's own account. Crossing out the words "or bearer" does not offer protection from such a theft.

People writing cheques should write either "account payee only" or "not transferable" on the cheque to ensure the money is paid to only the person named on the cheque. Then your bank will not allow it to be paid to anyone but the person you named as the payee.

### Broadband in Over 1 Million Homes

According to the three-yearly Household Use of Information and Communication Technology Survey from Statistics NZ more than a million kiwi homes used broadband to connect to the Internet in 2009, double the number from three years ago. While rural homes were less likely to have a broadband connection than those in urban areas, the gap is closing. In 2009, 1 in 2 rural homes had broadband, compared with 1 in

5 in 2006. The survey showed that of the total population: . 80% of people used the Internet, up from 69% in 2006; . 72% sent or received emails, up from 62% in 2006; . 43% made an online purchase, up from 29% in 2006; and . 37% used the Internet for social networking.

The survey of 15,000 households across the country also found that:

. households with Internet access that reported experiencing a loss of data, time, or other damage as a result of a virus decreased to 13%, from 17% in 2006; . 2% of Internet users reported incidents of Internet fraud in both 2006 and 2009; and . the number of mobile phone users who received harassing or threatening messages via a mobile phone, decreased from 5% in 2006 to 3% in 2009.

## BOILER FOR SALE

For Sale : Old Rivetted boiler from Barclay 1749 / PWD 531. Beyond economic repair.

Located at Silver Stream Railway.

Open to offers seems a shame to scrap it.

Contact [jasondurry@ihug.co.nz](mailto:jasondurry@ihug.co.nz) for more details of to lodge an offer.

*Photo : David Maciulaitis*



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## FROM NZTA RAIL REGULATION TEAM

### Responses to assessment reports

The new reporting template is now being used by all assessors. The reporting process requires an assessor to send a draft report to the NZTA. The NZTA Client Manager for the organisation will review the report and send a final version to the operator. Responses to any conditions and recommendations should be typed or written in the response box on the report by the operator, and the full report should be returned to the assessor for evaluation. The assessor will make any further comments required and return the report to the NZTA client manager for final close out or further action. The timing for any response will be mentioned in the report. Please assist us by ensuring you conform to these timeframes or approach your client manager for an extension of time.

### Minimum Driving Ages for Rail Vehicles

We occasionally get queries about the minimum driving ages for rail vehicles. In short, there is no statutory minimum age limit for the driving of rail vehicles. Each organisation's safety case and/or safety system should outline the requirements for driving (including minimum age) and how the organisation satisfies itself that any driver has the appropriate knowledge, ability and maturity to operate rail services. The initial policy and any variation to this would have to be approved by the NZTA. Such a policy should include a full risk assessment.

### Variation to Safety Case

You must apply to the NZTA for any variation to your approved Safety Case.

Some examples of where a variation application would be submitted:

- A rewrite/update/new version of the Safety Case
- A rewrite/update/new version of the Safety System that could impact on safety
- A special event being run that's not covered by the Safety Case – Jigger rides etc
- The loaning/visiting of a locomotive from another organisation
- A vehicle under restoration entering service with the organisation for the first time.

All variation applications must include a risk assessment. Variations to an organisations' Safety Case should be submitted to the NZTA 20 working days prior to the event/activity.

They should be submitted to your client manager and electronic submissions are preferred.

## TRIPLE TREAT

Worth a look : Triple race between NSWGR steam locos # 3265, 3526, 3642 and three sets of passenger carriages all heading for the Maitland Steam Fest on parallel lines.

[http://www.youtube.com/watch?v=Am7e1iinjgg&feature=player\\_embedded](http://www.youtube.com/watch?v=Am7e1iinjgg&feature=player_embedded)

Handbrakes on Rovos train were not on  
Apr 23, 2010 5:41 PM | By Sapa

Handbrakes of the luxury train that rolled away and derailed in Pretoria on Wednesday were not on, the Railway Safety Regulator has found.

Two women and a baby died when a Rovos Rail luxury train carrying scores of foreign tourists derailed near Pretoria.

Neither were the scotches wedged under the wheels of the train as required, acting CEO of the regulator Carvel Webb said on Friday. "In terms of regulations, Transnet was supposed to have done it," said Webb, explaining that it was Transnet Freight Rail's electric locomotive which had brought the train from Cape Town to Pretoria. "If I leave a load, I must make sure the brakes are on. So now we are asking the question, if there was any other arrangement, why didn't it happen?"

After bringing the coaches to Centurion, the electric locomotive was uncoupled and left the area while Rovos Rail's steam locomotive waited to be coupled onto the coaches for the last grand run into Pretoria's Capital Park station. Instead, the coaches rolled downhill towards Pretoria, picked up speed and eventually derailed.

Two women, one of whom was pregnant, were killed in the accident. A third woman later died in hospital. All three were employees of Rovos Rail.

Webb said the investigation found that the Transnet locomotive driver had applied the train's vacuum brakes before leaving. But, in terms of regulations, handbrakes on at least six of the coaches were also supposed to have been applied. "You need to apply those brakes on five or six carriages so that the train remains locked," he said of the large wheels that drivers turn until they lock to keep the train stationary. Then, scotches must be wedged under the wheels of a train staged on a gradient.

"You mustn't release the brakes of the train until you have got the locomotive coupled on it again."

He said it was admitted by Rovos Rail that they ran alongside the train trying to put brakes on, but were not successful. The vacuum brakes alone are deemed not to be sufficient because of the unpredictability of how long they last.

"They could last for hours, they could last for days," said Webb. "You never rely on vacuum."

He said it was true there were problems with a delay on the signals, and the brakes were under pressure. That is correct, but Rovos and Transnet should have applied handbrakes and put wedges on the wheels."

As a result of these findings, the regulator issued an "improvement directive" to Rovos Rail and Transnet Freight Rail. A statement from regulator spokesman Lawrence Venkile said that in terms of the directive, both had to show that procedures that ensure that the roles and responsibilities for the hand-over of the load from one operator to the other were clearly defined.

They must show procedures relating to when the train brake is applied when the train is staged, that sufficient number of handbrakes are applied and, that scotches are applied when the train is staged on a gradient. They must also show procedures that state that brakes must also not be released until a locomotive has fully coupled to the load.

Said Webb, "There doesn't seem to be a very explicit procedure in place between these two operators relating to the hand-over procedure."

Venkile said the directive was issued because the regulator was worried about safety issues. Once both companies have shown which procedures they have in place, the regulator will then decide what to do.

The train was carrying 55 passengers, mostly foreign tourists, and a crew of 30.

DLR operator found guilty of failing to stop a train after a passenger fell onto the track 30 April 2010 ORR/12/10

A jury at Southwark Crown Court today found Serco Limited (Serco), the operator of the Docklands Light Railway, guilty of a serious health and safety offence following a prosecution brought by the Office of Rail Regulation (ORR). The incident resulted in the death of a member of the public, Robert Carter, who fell onto the track and was struck by a train.

The ORR prosecution followed an incident on 2 April 2007 at All Saints DLR station. During an altercation between Mr Carter and another person, Mr Carter was pushed and fell onto the track. A short time later he was struck by a train and fatally injured.

ORR carried out a full investigation and found that Serco had an inadequate procedure in place for stopping trains in an emergency. The company allowed control room staff to decide whether to stop trains based partly on CCTV images. The CCTV system was not designed or intended for this purpose.

ORR director of railway safety Ian Prosser said: "I would like to extend my sympathies to Mr Carter's family.

"ORR welcomes today's guilty verdict. Due to safety improvements over the last decade, Great Britain now has a safer rail network and the risk of an accident is as low as it has ever been. Fortunately these incidents are rare but our investigation found it could have been avoided if a proper procedure had been implemented.

"There is absolutely no room for complacency in health and safety and ORR will not tolerate public safety being put at risk. We will continue to press for improvements and take enforcement action - including prosecution - when necessary.

"Following ORR's enforcement action, Serco has made changes to its procedure to ensure that such an incident should never happen again."

The case has been adjourned for sentencing until 12 May.

Notes to Editors:

1. Serco Limited was found guilty of breaching section 3(1) of the Health and Safety at Work etc. Act 1974. The particulars of the offence were that it failed to ensure, so far as was reasonably practicable, that persons not in its employment were not exposed to risks to their health and safety, in that it failed to ensure that automatic trains operating on the Docklands Light Railway system did not hit persons who were on the tracks.

2. Serco Limited face an unlimited fine. According to the sentencing guidelines the starting point for a fatality is £100,000.

3. Shortly before 2210 on 2 April 2007, Mr Carter was involved in an argument with another person, during which time they arrived at All Saints DLR station. In the course of the altercation, Mr Carter was pushed towards the platform. He stumbled and fell onto the track. The other person contacted the police and reported the incident to them. This phone conversation continued as the incident unfolded.

4. An operator in the Metropolitan Police control room reported the incident to British Transport Police who then contacted the DLR control room. The police operator suggested to the DLR operator that they should check the CCTV at All Saints DLR station to confirm whether there was anyone on the track. The DLR operator looked at the CCTV but failed to see anyone on the track. He told the police operator that there was no-one on the track and he did not stop the trains.

5. Shortly afterwards another control room operator saw on the CCTV a police officer at All Saints DLR station waving his arms above his head. He pushed the emergency plunger to stop the train. The train did stop but only after the first set of wheels struck Mr Carter. Mr Carter suffered serious injuries and died in hospital shortly afterwards. -

### RAIL SAFETY REGULATION SAFETY ALERT April 2010 01/10 – Securing of seating and equipment in passenger carriages

This week an accredited operator's passenger train derailed after colliding at low speed with a landslide that had occurred following extended periods of wet weather. As a consequence six passengers were treated for minor injuries. It has been indicated to Department of Transport and Main Roads Rail Safety Regulation Branch (TMR) by passengers on the train and by TMR inspection that loose equipment including seating, drinking water coolers, and public address equipment moved significantly during the occurrence.

A Safety Alert is being published in relation to the potential dangers from unsecured equipment including seating in passenger rolling stock, for the information of accredited railways and rail safety regulators.

Actions:

- All accredited railway organisations in Queensland should review the risks associated with the operation of their passenger rollingstock in regard to the security of equipment and in particular passenger seating.
- Accredited railway organisations are also requested to review their current standards and risks in relation to the stowage of other objects such as baggage and personal items that could become projectiles in the event of an emergency stop, collision or derailment.

## A SURPRISE FOR KIWIRAIL NEAR ASHBURTON

*From David Oakley at Ashburton Plains Railway*

I was called out last night to go and retrieve one of our motor trolleys. Seems some locals managed to break into one of our sheds, fuelled it up and went for a joyride up our track. Then they decided that it would be more fun going for a joyride down the mainline. We found it off track just north of town, with a bent front axle. The offenders were seen driving across one of the level crossings in town about 9.30 pm last night. Unfortunately they have not been caught yet. The way it was removed from our site suggests there must have been at least two or three persons or more as it was not driven down the industrial siding which connects us to the MSL.

## CONSULTATION ON REVOCATION OF C.O.P. FOR CRANES

The Department of Labour is seeking input to revoke the first and second editions of the Approved Code of Practice for the Design, Manufacture, Supply, Safe Operation, Maintenance and Inspection of Cranes. These Approved Codes have been superseded by the third edition of the Approved Code of Practice for Cranes, published on 10 January 2010. As a result, the Department is of the view that the first and second editions of the Approved Code are no longer necessary, and should be revoked.

1<sup>st</sup> edition Approved Code of Practice for Cranes:

[http://www.osh.dol.govt.nz/order/catalogue/crane\\_acop2001.shtml](http://www.osh.dol.govt.nz/order/catalogue/crane_acop2001.shtml)

2<sup>nd</sup> edition Approved Code of Practice for Cranes:

<http://www.osh.dol.govt.nz/order/catalogue/crane-acop2007.shtml>

Third edition of the Approved Code of Practice for Cranes: <http://www.osh.dol.govt.nz/order/catalogue/10.shtml>

### Public consultation

The Department welcomes your comments on the proposed revocation, and invites you to submit your feedback by email, fax or post. Please state clearly whether you support or do not support the revocations. If you do not support the revocations, please state your reasons.

The contact details for response are: Nikki Jensen, Senior Advisor, Standard Setting

Department of Labour, PO Box 3705, Wellington 6140

Email: [nikki.jensen@dol.govt.nz](mailto:nikki.jensen@dol.govt.nz)

Responses are due by 5pm on Thursday 10th June 2010



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**CONTENTS MAY BE REPUBLISHED WITH ACKNOWLEDGEMENT**