



JOURNAL

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Please Send Contributions To Editor By Email : secretary@fronz.org.nz

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President's Illness

We regret to record the illness of Paul Dillicar, FRONZ President and Executive Officer. Paul is in Auckland Public Hospital after suffering a stroke on 29 June. The members of the FRONZ Executive wish Paul a complete recovery. The latest news on Paul's condition comes from David Black who reports that:



Paul has suffered a moderately severe left sided stroke on which has badly damaged the parts of his brain responsible for movement on the right side of his body and his speech. I am passing on this information with his permission. Paul is now comfortable and well cared for. He can understand what is said to him with some difficulty but is unable to speak other than to acknowledge understanding of simple messages, although that is showing signs of improvement in the last few days. Paul has been in intensive care but has now been moved to another part of Auckland City Hospital to begin rehabilitation. He is able to receive visits from friends and family, but at this stage only for very short periods and not more than a couple of people at once, one at a time is ideal. Some partial recovery is still hoped for but it will be slow and may be limited. Paul has good support from

his close friends and family, in the meantime the best we can do for him is to carry on the good work that he has devoted so much of his life and energy to and let him know that it is still going on.

David Black MD
Convener, Occupational Medicine
Federation of Rail Organisations NZ

Many members have sent Paul good wishes and these have been forwarded to him.

Heritage Network Meetings

The Network Heritage Operations (HOC) and Heritage Technical (HTC) Committees will be holding meetings early in August. If anyone has any items for the committees please forward to Alister Buckingham, flister@xtra.co.nz (Operations) or Grant Hjorth, grant@nelsonstud.co.nz (Engineering).

New Executive Member

At last months AGM members approved a change to the FRONZ Constitution to allow the Executive to co-opt up to two additional members, primarily to allow additional people to get experience of how we operate.

The Executive have decided that the policy for these additional appointments shall be:-

- Selection will be from people who we believe can contribute to the Executive and, in turn, to the wider membership.
- Appointments will be to the next AGM (as we cannot bind future Executives to accept the appointments).
- To gain a wider pool of candidates, people may be rotated into and out of the positions (i.e. a new appointment should not be regarded as a reflection on the abilities of the replaced incumbent).

We are pleased to announce that the first appointment is David Maciulaitis. David hales from the West Coast but is well known for his contribution to several SI railways as well as his excellent and authoritative on-line database of NZ's preserved railway vehicles. David is also a strong member of the young rail fans movement and we anticipate that his links to this group, the future of our heritage movement, will be valuable.

New Contracting Guidelines

The Department of Labour has released a new guide to assist principals of contracts to meet their obligations under the Health and Safety in Employment Act 1992. If you employ contractors then you are a principal. (A contractor can be anyone on your site who is performing a service for reward; e.g. the electrician fixing a power point, the tanker driver delivering diesel, etc)

The act states

“Section 18 – Duties of principals

(1) Every principal shall take all practicable steps to ensure that –

(a) no employee of a contractor or subcontractor; and

(b) if an individual, no contractor or subcontractor, – is harmed while doing any work (other than residential work) that the contractor was engaged to do.”

To quote from the DOL’s press release:

“In recent years up to a third of prosecutions have been taken against principals under section 18 of the Act.

The new guidance sets out a broad process for building health and safety into contract management, which can then be adapted to specific contractual situations or industries. Because it has a very broad application, it is principles-based and not industry-specific – although there are six brief case studies from a range of industries”

The new guidelines can be found at <http://www.osh.govt.nz/order/catalogue/contracting-guide.shtml>

Elevated Work Platforms Best Practice Guidelines

Recently a Dept of Labour inspector banned Western Springs Tramway from using their tower wagon as it did not and could not meet the Code of Practice (CoP) for Power-Operated Elevated Work Platforms. There some questions about the validity of the ban as a CoP is not mandatory (although there is always a requirement to ensure that equipment is safe to use). WST are waiting for the DoL’s official letter so the situation can be clarified. In the interim they are hiring a contractor to do the work they could be doing themselves.

However it now appears that there is a new CoP in development. Unfortunately FRONZ wasn’t notified of this and so had no chance to make a submission before they closed. As an alternative Trevor Burling is preparing a set of guidelines more suitable for heritage equipment for presentation to the DoL. So far he has talked to WST, WTM, THS, and Ferrymead Railway. He writes:-

“If there are any other FRONZ members who have tower wagons of any type, I would like to hear from them. We are currently working on a set of guidelines for heritage tower trucks which will include periodic tower wagon check lists and some operational guidelines, so that if we front up to DoL, we have an alternative set of guidelines in place which we seek recognition for. Although we missed the consultation, we should still be able to have dialogue with DoL concerning our vehicles which are crucial to the efficient and safe working of our tramways and railways. A worst case scenario is closure of heritage tramways, and I am sure this was not the intention of the rules, nor was our situation considered given we were not represented.”



Tramway Historical Society’s Ford V8 Tower Wagon (Dave Carr, June 2001)

Trevor can be contacted at trevor.burling@xtra.co.nz

Rail Resource Management

Despite the title this is about training people to avoid error. It is a version of Crew Resource Management produced in Australia specifically for the rail industry. It aims to provide operational personnel with the knowledge, skills and attitudes to manage themselves and available resources more safely and effectively.

At last months Conference Nic Doncaster presented copies of the Guidelines for Rail Resource Management (RRM), produced by the Australian Rail Safety Regulators Panel. The manual sets out the principles of RRM, how to develop a learning strategy, defining your RRM needs, development of training content, selection and training of facilitators, delivery of training and evaluation of its effectiveness.

The manual is accompanied by a CD ROM which includes the manual, course material, training exercises, case studies, power point presentations, etc. The guidelines can be downloaded from http://www.rsrp.asn.au/files/publications/2_9..pdf If you also want the CD contact the FRONZ secretary at secretary@fronz.org.nz

Address Changes

Rail Heritage Trust has new email addresses and phone numbers

RHT email is railheritage@railheritage.org.nz please use for all normal RHTNZ business

Executive Chair (Euan) - euau.mcqueen@railheritage.org.nz Phone: 04 495 3005 (KiwiRail extension 40005)

Exec Officer (Mike) - michael.mellor@railheritage.org.nz Phone: 04 498 3089 (KiwiRail extension 43089).

Waitakere Tramline Society

New General Manager is Chris Roper croper@orcon.net.nz

Please update your FRONZ address list.

Do You Have Archaeological Sites on Your Railway?

It is the responsibility of all landowners to find out if their property has archaeological or wahi tapu significance and take measures to ensure these sites are not damaged. Ignorance is not regarded as an excuse.

The New Zealand Archaeological Association's Archaeological Site Recording Scheme website has an interactive map recording all of New Zealand's archaeological sites. From the home page at <http://www.archsite.org.nz/> you can click on the map and also download the user's guide on how to use the map.

Ashburton Station Fund Raising

The Ashburton Heritage Trust, thanks to a recent decision by the Ashburton District Council, is now suddenly faced with having to raise sufficient funds to purchase the 1917 Troup designed Ashburton Railway Station from the current owner. They have until the end of August to do this as there is an Environment Court hearing in September that is likely to permit demolition.

They are seeking pledges from individuals and organisations throughout New Zealand and need to raise approximately \$400,000.

The Ashburton station has had a chequered history. It was sold some time ago to an Auckland businessman who ran several businesses from the building. After these closed the station became vacant for several years. The owner then applied for permission to demolish the station (it's a listed building) but this was declined and he has now appealed to the Environment Court. The Council have tried several times to buy or swap the station but finally pulled out due to the possible restoration costs and withdrew its opposition to the court appeal. Council staff then planned to assist the Trust to purchase the station but the Council's own rules got in the way and the plan failed to get enough support.

The Trust's project is supported by both the Historic Places Trust and the Rail Heritage Trust.

If anyone wishes to support the Trust please contact Michael Hanrahan at saveourstation@xtra.co.nz or mhhh@xtra.co.nz



Ashburton Station in 1917

ALCAM Update

The ALACM (Australasian Level Crossing Assessment Model) study of NZ level crossings is progressing but slower than expected as new factors are discovered. To date the study has completed approximately 70% of public crossings and 50% of heritage rail crossings.

The project is now starting on private crossings and the overall study is expected to take another 2 -3 years to complete. The good news is that many crossings can be improved for quite minor investment.

New KiwiRail Network Radio Code

KiwiRail have published a new radio code supplement S/RA003 which came into force 1 July 2010. Operators will need to add additional (narrow band) channels and CTSS tone signalling by 1 October 2010 with other minor re-programming to follow next year. Any HNO that hasn't received a copy should contact David Webb at KiwiRail.

Footplate Experience Courses

For members operating, or intending to operate, footplate experience courses for the public the Heritage Railway Association (UK) have published a very useful Guidance Note.

The forward to the publication states "This document is guidance to railway management to assist with the setting of standards and the avoidance of predictable risk when permitting members of the public to experience driving or firing a steam locomotive or the equivalent tasks on other forms of railway motive power."

The document can be found at <http://ukhrail.uel.ac.uk/hra/guidelines/HGR-P0036-Is01-FootplateExperienceCourses.pdf>

Photo Parade



Tr 465 arriving at SteamRail Wanganui after purchase by Blair Jordan for restoration. (Blair Jordan, 6 July 2010)



Underside of H199 showing centre rail brakes and drive wheels. Featherston, (Nigel Hogg, 7 June 2010)



Time for a Chat
Vic Hodgson, Ian Welch and Les Everson have a chat while KiwiRail driver Kevin Woodward climbs down from 1211's cab to join them. (Daniel Garland, 4 July 10)



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