



JOURNAL

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An Apology – Our President, Paul Dillicar, had prepared a July Journal but was rushed to hospital before he could send it out.. This was not discovered until after a scratch Journal was sent out on 18 July. Much of this issue comes from Paul's edition and we apologise that many of the articles are now a month late.

PAUL'S PROGRESS

Recent reports say that Paul Dillicar is making good progress in re-hab (though not greatly enamoured of the physio). He is more animated and understanding conversations. While he has a long way to go it is good to hear that he is now fighting back.

To those who have sent mail to Paul's post box, we have recently discovered that, in anticipation of his overseas trip, he had put his mail on hold. We hope that we will be able to retrieve this after the 17th.

STRAND STATION

Recently the Auckland Regional Transport Authority indicated that they were considering changes to the Strand Station in Auckland. As FRONZ members use this station we have written to the ARTA to register our interest. Below is part of an e-mail sent to ARTA.

"FRONZ has a written agreement with an ARTA predecessor, ARTNL, for the use of the Auckland railway network for trains of our member groups. Our interpretation of this agreement is that if any changes are made to facilities such as the nature of stations, including but not limited to platform heights, or configurations, we should be invited to be involved in the planning process. The Strand is an important facility for us as it is used by a number of our member groups when running excursion trains to and from Auckland."

For information on the proposal see <http://www.aucklandtrains.co.nz/2010/08/05/strand-emergency-stop-confirmed/>

The Taranaki Daily News [TDN] reported on 17 June that a combined visit by the Mayors of Stratford and Ruapehu District to KiwiRail and the Minister of Transport Steven Joyce, had failed to secure the retention of the Stratford to Okahukura (SOL) Railway. The TDN reported "The fate of the Stratford to Okahukura (SOL) line, which has been unprofitable for decades and closed since November last year after derailment damage, should be decided at a coming KiwiRail meeting, with final recommendations to be taken to Transport Minister Steven Joyce.

At yesterday's Regional Transport Committee meeting, Stratford mayor Neil Volzke spoke of his trip to Wellington. He said they wanted to provide information in favour of keeping the line open, but the response remained the same. "The future of the line depends on whether or not there is a commercial future for it," Mr Volzke said. "They [KiwiRail] need to have a major user - long term, bulk major user.

"They did point out they are not in the business of social handouts." The Government has committed \$250 million to support KiwiRail's "turn-around-plan" to increase New Zealand's economic productivity and growth through rail. The plan indicates that "minor lines that carry little or no traffic will only survive if they have proven future and/or an imminent anchor customer."

The four "minor lines" mentioned are North Auckland line, Napier to Gisborne, North Wairarapa, and the SOL.

Mr Volzke said their party did point out the potential for the dairy, gold, and forestry industries to still use the line. In addition, as the turn-around-plan may mean parts of the rail network will have to be closed temporarily for renovations, the SOL line could be used as an alternative to move freight. He asked KiwiRail officials what exactly mothballing the line would mean. "It will remain but not in use. They were aware of the decommission costs," he said. KiwiRail also said the mothball period would only be for a certain amount of time however, and if the line did close, further improvements would be made to the Marton - New Plymouth Line, he said. (*end abstract*).

Commenting on the report, FRONZ President Paul Dillicar noted that there was clear concern amongst delegates at the recent 2010 FRONZ AGM, that too much of the KiwiRail Network was now under threatened closure and that was why Don Selby had been appointed by the AGM to act as a "Convenor for Retention of the KiwiRail Network". This decision was not only driven by the need of the Heritage Network Operating Groups to retain as much of it as possible for operational purposes, but also because as various branch lines threatened over the years for closure had demonstrated, (Dargaville, Ngapara, Kapuni, etc) there was potential for them to rise again to play an important role in keeping convoys of trucks off the roading network in a fuel-efficient way.

This was driven by a concern at the way Government was denying KiwiRail the capital required for it to not only improve existing track, but also retain the whole network.

"The intention of the AGM was quite clear" Paul noted, "in supporting the work that Don Selby had already done in appealing for the retention of the Masterton-Pahiatua section of the Wairarapa Line, as well as other sections such as the Napier-Gisborne Line which potentially also threatens our member Gisborne City Vintage Railway".

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Don Selby has meantime contributed the following statement of how your organisation might contribute :

"As reported in the last Journal I was elected FRONZ "Convenor for the retention of the KiwiRail Network". The seeds of this started earlier this year when Minister of Transport Steven Joyce announced that several under utilised rail lines faced an uncertain future unless traffic could be found, or in his words "communities could demonstrate why they should be retained". The North Wairarapa line was high on his hit list so this represented a serious threat to all our local communities and the Pahiatua Railcar Society in particular.

As President of the PRS I decided to start a campaign to save the line. This went really well and within weeks I had our (National) MP, both local District Mayors and Councils, all the newspapers in the area, and most of all the general public both aware and right behind me. Radio Stations, Reporters, and even a TV Channel were constantly ringing me (and still are). The news media rapidly became interested in all four threatened lines and to my surprise started quoting things I had said in reports about these others, notwithstanding I had said nothing directly about them. This caused me to realise that the rail heritage movement as a group had a role to play in trying to save all of them - not just our line. What was needed was a group approach to give us critical mass and consequently a louder and more authoritative voice.

Knowing the FRONZ Conference was imminent I cast around in the lead-up for support and was sufficiently encouraged to arrange for the proposal to be placed on the agenda. My presentation caused a healthy debate and I'm pleased to say this resulted in a decision to appoint me to this new convenorship. My sincere thanks to all those who supported me - particularly my South Island friends. I am already working closely with Steam Inc and MLST executives and we were able to arrange for our voice to be heard at the recent high level Gisborne line talks. I am hoping other groups like Feilding and the R.E.S. will nominate someone to work with us. There have been some promising developments on our local line and I haven't given up hope on the SOL just yet. North Auckland is also on my radar screen. Be assured none of the four lines will be closed or "mothballed" without strenuous efforts to prevent it being made on your behalf.

TOWER WAGON UPDATE

Trevor Burling reports:-

Western Springs Tramway at MOTAT have received a letter from the Department of Labour (DoL) explaining why they have banned the use of MOTAT's tower wagons. Essentially they are saying the wagons do not comply with the current code of practice for power operated elevating work platforms and could not be made to comply because of their design.

An officer of the department visited the museum to discuss the situation and the response was that the ban still stood even though the maintenance and care to original specifications were explained and operational practices covered. DoL's response was that the standard they were built to was not acceptable and MOTAT should buy a modern work platform if they want to continue over head maintenance. DoL even said MOTAT were failing in their duty to "take all practical steps" to ensure the safety of their volunteer staff. Our response to that is these practical steps must be reasonable and the intention is to manage the risk, which MOTAT were certainly doing after all they are the experts, not DoL. Also it is not the intention of the law to close down an operation unless there was serious risk involved and that is hardly the case here.

This outcome is not good for the heritage tramways who use such wagons and will have serious repercussions as to the viability of the voluntary museums. This will mean regular maintenance will not be able to be done to infrastructure and tramway operations would cease. Hiring a contractor to do the work is no an option, as they would not know about tramway overhead and the cost would be prohibitive.

At least we now have their views in writing and can analyse their claims and plan an appropriate response.

FRONZ and the three museums MOTAT, KCET and Ferrymead are considering their options which could include preparing a special heritage code of practice and seeking legal assistance to make an approach to DOL Head Office to present the heritage case seeking acceptance of these heritage vehicles which are the best choice for this type of work. A briefing paper is being prepared to assist with discussions when seeking legal advice.

We remain grateful to this organisation as the source of much of the information on Government activity which is outlined below. We NOTE that the information first became available on their website on June 18th. By this time, many of the deadlines for submissions to bureaucrats had already closed. This is not a fault of Rural Women but rather, the very short notice that is given by legislators to do so. Despite FRONZ monitoring many Government agencies directly itself, this trend is a worrying and growing hallmark of the current Government.

FUNDING INFORMATION SERVICE DATABASE

The Funding Information Service maintains three databases that link people with funding opportunities: FundView: contains over 600 different funding schemes: of the government, local authorities, statutory and philanthropic trusts, gaming trusts, and some service organisations. Like its two companion databases,

FundView is a searchable database that will give you the best matches of funding you are eligible for along with closing dates, application requirements and contact details; .

BreakOut: funding information for students, researchers, sports people, and people seeking professional development. This database holds details of over 2200 funding schemes, and best matches of scholarships, awards and grants, along with closing dates, application requirements and contact details; and . **CorporateCitizens:** holds details of NZ businesses that are committed to building relationships with community and voluntary organisations.

To search Fundview, Breakout or CorporateCitizens you will need to go to a place that has subscribed to the databases, e.g., the local library, and some local councils. A map of NZ for public access sites to

FundView is at <http://www.fis.org.nz/index.php?map=yes&app=FundView>, and for

BreakOut is at <http://www.fis.org.nz/index.php?map=yes&app=BreakOut>.

More is at www.fis.org.nz

REST & MEAL BREAKS BILL

Under the Employment Relations (Rest Breaks and Meal Breaks) Amendment Bill there would be a requirement for either having meal breaks and paid rest breaks, or compensation. There would be flexibility for workplaces to time workers' rest breaks and meal breaks to suit service or production continuity, as far as is reasonable, and employers would be able to determine the arrangement if agreement cannot be reached. Submissions closed on 11 June 2010. The Bill is at

<http://www.legislation.govt.nz/bill/government/2009/0091/latest/DLM2440324.html>

FREE BUSINESS ASSESSMENT

A free programme, launched recently by Enterprise North Shore (ENS), enables not-for-profit groups and charities to identify strengths and areas of risk within their business, and to prioritise actions to help reach business goals. The tool is part of a package of online assessments known as Excellerator which offers free evaluations for different businesses, from start-up businesses to mature enterprises.

Note: Excellerator is a US-based programme, and ENS is seeking feedback about whether the programme - and language - works for NZers. More is at www.ens.org.nz/excellerator

ACC & HEARING LOSS CLAIMS

The Department of Labour and ACC are consulting on how ACC responds to injury-related hearing loss claims. They have published a discussion paper setting out the proportion of the costs that ACC is liable to pay for hearing loss entitlements, and also on proposals for updating noiseinduced hearing loss assessments.

Submissions closed on 18 June 2010. More is at <http://www.worksite.co.nz/consultation/nihl/index.asp>

NEW FOOD LEGISLATION

A new Food Bill overhauling the Food Act 1981 has been Introduced to Parliament. The Bill provides regulations to allow businesses to take the main responsibility for the sale of safe food. Food businesses will be regulated according to the degree of risk their particular food selling activity poses, through:

- . food control plans for high-risk businesses such as restaurants; . national programmes for medium to low risk businesses, such as horticulture producers; . food handler guidance - educational information for low risk operations, such as fundraising activities; and . monitoring programmes to determine the safety and suitability of food (with specific requirements for imported foods).

The Government remains the principal regulator, and local government remains involved in the regulation of food premises.

YOUR RISK OF HEART DISEASE

A new recently launched website enables people to understand how much at risk they are of developing heart disease, and offers suggestions for ways to reduce risk. The Heart Age Forecast, developed by the Heart Foundation and the University of Auckland, calculates a person's current and future heart risk using two of the most important numbers they'll ever need to know - blood pressure and cholesterol ratio. The numbers, together with a person's heart story - including age, ethnicity, smoking, and family history - offer a striking insight into a person's health and the effect lifestyle choices are having on their body. To help people take control of their health, the website provides people with a six week, individually tailored heart plan. This includes tips and information to help people remove harmful lifestyle choices and begin making some healthier ones.

The Heart Age Forecast website is at www.knowyournumbers.co.nz

NEW AUCKLAND TRANSPORT AGENCY

A new Auckland Transport Agency, overseen by the Auckland Council, is to replace the nine Auckland transport agencies that currently deal with Auckland's transport needs. The new agency will be responsible for all local authority transport delivery functions in Auckland, including local roads and public transport. It will work closely with and be partly modelled on the NZ Transport Agency which operates on a national level. Currently about \$1.5 billion per annum is provided for Auckland transport.

GOVERNMENT DEPARTMENT MERGERS

Archives NZ and the National Library will merge with the Department of Internal Affairs (DIA), with legislative changes being made to make sure the Chief Archivist stays independent, and to continue a National Library, the role of the National Librarian, and the status of the Alexander Turnbull Library. The Ministry of Agriculture and Forestry and the NZ Food Safety Authority are also to be amalgamated on 1 July 2010.

ARTS & CULTURE FUNDING

Check out the Cultural Funding Guide established by Creative NZ, National Services Te Paerangi (Te Papa), and the Ministry for Culture and Heritage together with the Funding Information Service. It's been established to enable people involved in creative arts to link with funding opportunities. You search using a query search (answering the questions that are most relevant to your project - no questions are compulsory); or a keyword search (entering the name of a grant, the name of an organisation, or a keyword). The guide is set out under: general; arts general; performing arts; visual arts; object art & craft; other artforms; film (includes TV programmes; museums & galleries); heritage (buildings and sites); and Maori culture. More is at <http://www.mch.govt.nz/funding-guide>

ARTS / CULTURE AND CHARITABLE GIVING

The Ministry for Culture and Heritage (MCH) has released a report called "Giving and Sponsorship". This indicates that in the 2007-2008 tax year, just 3% (\$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.

ALL ABOUT NZ

NZ's estimated population increased 1.3% (56,300) in the year ended 31 March 2010 to reach 4,362,000, according to Statistics NZ, the biggest increase since 2004, when the population increased 1.6% (65,400). The main reason for the increase was more births than deaths (natural increase), together with fewer permanent and long-term departures. Natural increase contributed 35,300, up 600 on the previous March year. Permanent and long-term arrivals exceeded departures by 21,000 in the latest year, up from 7,500 in the March 2009 year. At 31 March 2010, half of the male population were over 35.5 years of age, and half of females were over 37.5 years of age. Over the last 10 years, the median age (half are older and half are younger) has increased by 2.1 years for males and 2.6 years for females (particularly reflecting population growth in the 45-69 year age groups).

ADVENTURE TOURISM ? WATCH THIS SPACE ?

Kate Wilkinson 10 June, 2010

Minister receives adventure tourism report

Minister of Labour Kate Wilkinson today received the final report following the Department of Labour-led review of the adventure tourism industry. The review was announced in September last year by Prime Minister John Key.

"The Department has worked with a host of other ministries and agencies to formulate a comprehensive report on the current safety practices of adventure tourism operators and where improvements could be made," Ms Wilkinson says. "I intend to consider the findings of the report before taking any recommendations to Cabinet for discussion." "I expect the Government will be in a position to release the full report and announce its decisions within the next month."

FRONZ is not expecting any direct impact on the heritage or tourist rail sectors as wide-ranging safety impacts are already covered by our Safety Cases lodged and approved by the NZTA.

As promised at Conference, Track Materials Convenor, Paul Heighton, has now been updated on the people responsible for selling of surplus KiwiRail track materials. The list of people, plus other matters regarding the availability of track patterns, track inventory, foundry equipment etc has now been updated and is attached as a separate note to this JOURNAL.

You may contact Paul directly for any additional information, or to update him at
27 Kawau Road, Greenlane, Auckland 1061 phone (09) 636 8208 or via GVR at (09) 235 8595

150 YEARS OF RAILWAYS IN SOUTH AFRICA,- but a sad day for FOTR.

20 June 2010.

On Sunday 20 June 2010 one of our steam locomotives, class 15F, No 3117, was derailed on a sharp curve in a cutting about 300 metres before Cullinan station. The apparent cause was about 40 missing, presumed stolen, wooden sleepers. The train was our annual Father's Day excursion from Hermanstad to Cullinan. Fortunately the train was travelling very slowly and apart from the loco, tender and water tanker, only the leading bogie of the first coach was derailed. Although jolted, we are pleased to say that none of the 627 passengers on board, many of them children out for the day with their parents, was injured. Thank goodness, because passenger safety is one of our greatest concerns. We are happy that the loco crew escaped injury too.

As soon as it was determined that nobody needed medical help and it was deemed safe enough to do so, the passengers were disembarked and driven or walked the short distance into Cullinan where they enjoyed the rest of their day as planned. Passengers were taken back to Hermanstad depot at the normal departure time by a fleet of buses organised by FOTR.

Naturally this has put a temporary halt to our operations until the investigation is completed and our coaches are recertified as safe and roadworthy. As a result, we have had to cancel the Cullinan train scheduled to run using one of our other locos on June 27th. But, rest assured, we are determined that the apparent criminal act that lead to this incident will not set us back. We plan to be back soon, bringing preserved heritage steam to you as soon as we are able. Although badly damaged, we believe our loco will be repairable. Of course, donations and assistance to repair our beloved loco will always be welcome.

FOTR club chairman, Nathan Berelowitz says: "What a unfortunate day we had for Father's Day, the 150th anniversary of railways in this country and the centenary year of the start of the South African Railways with the events being marred by the removal of some 50-odd wooden sleepers for unknown reasons in the cutting approaching Cullinan station.

"I would like to thank all the train crew for the professional way they handled the incident and evacuation of the train. The passengers were all unharmed and could still carry on with their Fathers Day outing. To the footplate crew, whose world was momentarily turned upside down, you guys were amazing and what a relief that none of you was hurt at all.

"To the rapid response of the various emergency services, railway organisations and Rail Safety personnel who came out, and the breakdown crews who work under extremely difficult situations, thank you. To all those members who phoned us to offer help and support. Thank you all.

"May we only grow stronger from this experience and let us realise too, that much as we love this hobby so passionately, there is unfortunately a dark side. However, this type of incident was one that certainly could not have been foreseen by us nor avoided in any way."

Photos here >

http://www.friendsoftherail.com/index.php?option=com_content&task=view&id=265&Itemid=1

TRAMWAY OPEN DAY AT WAIKINO, KARANGAHAKE GORGE

Goldfields Railway (Waihi) and Victoria Battery Tramway Society (Waikino) are hosting an open day on Saturday October 9th in conjunction with the Department of Conservation. The event is open to the public and will feature trains (of course) plus guided tours through the old mining tunnels, a kids' bush camp, guided walks and historic presentations.

"The day is a family-focused event to celebrate the 100 year anniversary of the first kauri logs to come down the Waitawheta Tramway", says Pete Huggins from DOC. "The event is at the Victoria Battery site in Waikino from 10am until 4pm and will be a great day out for families and history buffs". Trains will be run by Goldfields Railway (phone 07 863 9020), with parking available in Waihi or in Waikino. The Victoria Battery mining loco will also be running on the day, as well as horse rides and other activities. For more information please contact Pete Huggins by email on phuggins@doc.govt.nz.

THREE HOURS FOR RESCUE TOO SLOW SAYS KIWIRAIL

The Dominion Post 17/06/2010 By TANYA KATTERNS –

KiwiRail admits passengers left stranded in a tunnel on a derailed train near Upper Hutt last year could have been rescued much sooner. It has run several investigations since the Wairarapa-bound train slammed into a mudslide as it came out of a tunnel at Maymorn, 40km north of Wellington, on July 23.

The locomotive was derailed and the next two carriages fell to a lean on the edge of the tracks. The 300 or so passengers, many of whom suffered bumps and bruises from the force of the impact, were moved to the back three carriages, where they were left stranded, forced to wait for a rescue team for three hours.

The bad weather in the capital that night and the slip brought parts of Wellington's rail network to a halt and caused massive delays for emergency services. The Wairarapa line was closed for three days after the derailment and more than 1000 commuters a day had to make their own travel arrangements. KiwiRail spokesman Nigel Parry said that though the company was still investigating, there were clear lessons to be learned.

"We have looked in detail at ways to speed up the recovery of passengers without compromising safety, given the real possibility of further slips and rail corridor hazards in the future." Streamlining the rescue process and having an emergency action plan to access remote areas could have shaved 30 minutes off the rescue time for stranded passengers, he said.

The Wairarapa train travelling between Upper Hutt and through the Rimutaka tunnel posed a problem for KiwiRail in how to reach it in an emergency. A lot of the areas the train travelled were remote and access was usually through private property and farmland.

"We have had a very close look at the route together with emergency services and where we can reach the train at all possible angles so our response times are much quicker," Mr Parry said. Areas that held a potential risk were also being relooked at to see whether more protections could be put in place and how the company could better respond to any future slips.

"There is a lot of steep land around the rail network but where this slip happened was never really considered a risk. That is something that we are still working through by looking at options and trialling new things." KiwiRail would not say what those options were or what was being trialled until its investigations were completed.

The Transport Accident Investigation Commission is still probing the crash, with its findings not due until about November. Mr Parry said although it was clear that the derailment was caused by a landslide that could not have been avoided, the company would continue to make any improvements that were identified in the investigations.

Heritage Network Operators are being advised that changes in Crisis Management Procedures are coming, though no association with this report has been made.

AIR QUALITY STANDARDS BEING LOOSENED ?

NZ's air quality standards will be loosened under a Government proposal released this morning (21 June)

Environment Minister Nick Smith has released a discussion document proposing amendments to the national air quality standard. It follows a year-long review by a technical advisory group which recommended the standard be changed. Smith called the previous standard "unrealistic" and "unfair".

"The Government wants a standard that achieves material improvements in air quality without imposing unnecessary costs on businesses and communities," he said. "These changes are about improving air quality but in a pragmatic and realistic way. It will ensure we do not put thousands of jobs at risk or unnecessarily ban home burners and open fires in areas with only occasional air quality problems." The standard is an attempt to curb air pollution, which research estimated causes about 1100 New Zealanders to die prematurely each year, with an associated health cost of \$1.14 billion.

Under the existing standard, areas called "sheds", where the air quality is closely monitored, would only be allowed to exceed the national pollution standards once a year. In air sheds that did not reach the standard, industrial consents would not be granted until the exceedances were under the threshold.

Now, under changes proposed by the advisory group and endorsed by Smith, the number of exceedances would be lifted to three per year - which is in line with the World Health Organisation standards. The prohibition on industrial consents will be pushed out to 2018.

The review of air quality standards was a National Party election promise and a key initiative out of last year's Job Summit. Public submissions on the discussion document close on July 9.

UK OFFICE OF RAIL REGULATION REPORT

South West Trains fined £15,000 after worker suffers broken arm

14 June 2010 ORR/17/10

South West Trains (SWT) pleaded guilty to serious health and safety breaches on 11 June, following a prosecution by the Office of Rail Regulation (ORR).

The company was fined £15,000 and ordered to pay £5,000 in costs after an employee suffered a broken bone in his arm when he was struck by a hook which was being used to tow a train. The case was heard at Wimbledon Magistrates court

The prosecution follows an incident at Wimbledon train depot on 1 June 2009. The hook was used to attach a rope to a train which was being towed by a winch into a maintenance shed. A chock being used to brake the train had become trapped under the wheel, and to free it the staff attempted to pull the train up the chock and then allow it to roll backwards. However, the hook broke free and struck an employee in the upper part of his left arm. He was initially given first aid, and transferred to a local hospital.

ORR's investigation found serious failings with SWT's procedures, as there were inadequate risk assessments, little evidence of training, and a lack of worker -supervision.

ORR's deputy chief inspector Caroline Wake said: "This was a very serious incident, the outcome of which could have been much worse. "Our investigation found inadequacies in SWT's procedures, which have now been rectified. "ORR will not tolerate worker safety being put at risk, and we continue to press for improvements and take enforcement action - including prosecution - when necessary. "

Notes to editors

South West Trains pleaded guilty to Health and Safety at Work etc Act 1974 Section 2(1) and fined £10,000.

South West Trains pleaded guilty to regulation 3 (1) of the Management at Health and Safety at Work regulations 1999 and fined £5,000. South West Trains were ordered to pay £5,000 costs and a £15 surcharge



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