



# JOURNAL

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## CONFERENCE UPDATE

The Tours are now confirmed. We are grateful to Jim Staton for the work he has put into organising these. Details are: Denniston and Nile River

- Departure - **0830 from hotel. Please note the change of time.** We have to leave at 8.30 sharp to arrive on time
- Cost - \$74.00pp (Bus - \$29, Mine Tour - \$35, discounted from \$49, Nile River Train - \$10)
- Mine Tour - The tour takes 1½ hours. Max number on train is 17 persons so we will be in two groups.
- Clothing - Sturdy shoes or boots, and clothing to suit, you will be in a coal mine situation
- Lunch / Refreshments - Own cost. Friends of the Hill Society at Denniston will provide Tea/coffee and scone @ \$5pp + a small donation to the museum (if people feel so inclined but would be good if they did).
- Payment - FRONZ will invoice participants. (Note - the cost may vary slightly if more / less people travel)

### Nile River Only

Because of the low numbers booked we are trying to arrange 2 cars for transport. Volunteers would be appreciated.

Departure - **1330 from hotel. Please note the change of time.** Train departs at 1500.

Cost - \$10pp plus donation to car owner.

### Monday Tour

Leave Kings Hotel at 0900, to Dave Ferris's place in Kaiata, take a look around his mini museum, then to the Brunner Mine site, recently revamped, walk around site with Jim Staton. Then to Moana to view the restored goods shed, the railway precinct, and have a bite at the Station Masters café – at your own cost of course!

Return to Kings Hotel well before the train departs for Christchurch. You can stay and catch the train at Moana, but need to advise if that is your intention so arrangements can be made for the train to stop there to pick you up!

98 registrations had been received as at 28 May so it should be a good Conference. See you there.

## TRAM BARN APPEAL

Tramway Historical Society is undertaking an urgent fundraising appeal for funds to erect a new storage shed for trams at Ferrymead—now to be known as Tram Barn 3. The purpose of this building is initially to house the trams relocated from the City Tramway after the Earthquake—and currently deteriorating outside in the weather.

After slightly less than a month, the Society has been pledged just over \$32,800 in donations towards this project and received almost \$6,300 in cash. Obviously we are still needing further funding towards our target of over \$100,000 towards this project and further contributions are welcomed.

To assist with the appeal Don McAra is very generously donating ten paintings for sale (one has already sold).. They are from his book, *Hold Very Tight Please* about New Zealand cablecars in Dunedin and Wellington

Further information on this project and progress updates can be found on the Society's website [www.ferrymeadtramway.org.nz](http://www.ferrymeadtramway.org.nz)

Source : Ferrymead Tram Tracts, May 2011



Don McAra fixes the Tram Barn 3 Appeal "thermometer" to a pole at Ferrymead.  
Photo: Dave Hinman

## NOT-FOR-PROFITS : DOING MORE WITH LESS

According to the latest survey of Not for Profit (NFP) organisations by Grant Thornton NZ the three most challenging issues for the Not for Profit sector are the same three issues identified in the previous survey: Where will the money (funding) come from? Given that choices need to be made, where shall we spend our money? How do we retain and motivate key staff?

Other results from the survey (done before the most recent Christchurch earthquake but after the September 2010 quake), included:

- fifty-two percent of survey respondents stated their organisation did not have a recovery plan in place (and 36% of respondents believed their organisation had a recovery plan);
- recovery plans that were in place mainly covered key contacts (employees), backup of important documents, and procedures for restoring IT;
- those who had a recovery plan in place thought that it was usually updated annually;
- for a third of the respondents, it seemed that the recovery plan was not circulated to Board members or employees; and
- a quarter believed their recovery plan was not tested for compliance.

“Survival: the ongoing challenge of having to deliver more with less” is at <http://www.grantthornton.co.nz/Assets/documents/home/NFP>

Source : Rural Womans Bulletin

## DEALING WITH POST TRAUMATIC STRESS

While we try to avoid them, traumatic situations can occur on our sites which may affect staff or customers.

The Skylight Trust has published a pamphlet on how to deal with post-traumatic stress for people who have lived through a traumatic event.

The Trust says that it's a very normal human response to react afterwards, and that people can have all kinds of reactions. They might be physical ones, and they also can affect our thinking, and emotions and the way we respond to things.

It has developed an excellent resource, which lists things you can do to help yourself, or others, when reactions come. Advice on what you can do to deal with post-traumatic stress is at [http://www.skylight.org.nz/uploads/files/traumatic\\_stress\\_coping.pdf](http://www.skylight.org.nz/uploads/files/traumatic_stress_coping.pdf)

Source : Rural Womans Bulletin

## CHARITABLE EFFORTS: POTENTIAL DUPLICATION?

A recent article posted on the “Stuff” website dealt with the potential downsides of having a large number of charities per head of population in this country (NZ has one charity for every 172 people, compared to one charity for every 297 Brits or 446 Australians).

This has led, says the article, to concerns that limited philanthropic resources are being spent by different organisations tackling the same problems (resulting in duplication of effort).

One solution, the article says, is encouraging more collaboration between charities working in similar areas as a way to cut out duplication and, in turn, create greater confidence in the not-for-profit sector. It seems that funders are placing a greater emphasis on whether a charity has the focus and ability to use its funding effectively. However, it's also acknowledged that this places considerable power in the hands of funders, who might overstep their bounds in dictating the terms of their grantmaking, and take decisions out of the charity's hands.

The article is at <http://www.stuff.co.nz/business/money/4721485/Dividedcharities-splinter-good-effect/>

Source : Rural Womans Bulletin

## CARRIAGE & LOCO WANTED

The Little River Railway Station Trust is looking for a railway carriage to sit on rails at the platform and a loco to attach to it

If anyone could help or offer advice as to where they could acquire or borrow such items, this would be much appreciated

Contact : Andrew Wilson [ajwilsonnz@hotmail.com](mailto:ajwilsonnz@hotmail.com)

## UPDATED COMMUNITY RESOURCE KIT

The Community Development Kit on the CommunityNet Aotearoa website has been updated. The kit is a guide for community, voluntary, and iwi/Maori organisations on setting up and running community groups in NZ. It is designed for small or larger groups, and for the workers, volunteers, and advisors who work with them. Its sections cover: Getting started; Planning; Organisational structures; Governance; Policies; Meetings; Financial management; Record-keeping; Raising funds; Employment; Communications; and Information technology.

The kit can be downloaded section-by-section from <http://www.community.net.nz/how-toguides/crk/>. It can also be accessed via free Internet sites available in places such as public libraries and information centres.

Source : Rural Womans Bulletin

## WELLINGTON RAIL SYSTEM AGREEMENT

The Government, the Greater Wellington Regional Council (GWRC), and the NZ Transport Agency (NZTA) have agreed on how to complete the rebuilding of Wellington's commuter rail services. It includes:

- the Matangi and Ganz Mavag trains on the network will be held in a Rolling Stock Owning Company majority owned by GWRC;
- GWRC will take over ownership and responsibility for stations (other than Wellington Station), car parks, train stabling, and the electric train depot;
- the Crown (through KiwiRail) will retain ownership of the metro rail track network, the traction and signalling assets, and be responsible for upgrading them;
- GWRC will pay a track access charge to KiwiRail (subsidised by NZTA) that reflects the fair cost of maintenance; and
- NZTA's operational subsidy will be extended to include asset depreciation and replacement, but its current funding rate of 60% will fall to 50% over ten years starting in 2012.

Source : Rural Womans Bulletin

## DESIGNING AUCKLAND: GOVERNMENT VIEWS

The Government has released seven papers setting out its views on Auckland housing, urban development, transport, business and economic growth, and social development. This release comes before the Auckland Council's public consultation on its first spatial plan\*. The Government says its aim is to open "a constructive and ongoing dialogue" between the Auckland Council and the Government about how they both can achieve their objectives for Auckland.

The Government's information says Auckland is predicted to take up to 60% of NZ's population growth over the next thirty years, providing NZ with significant economic and social opportunities. Auckland has one of the highest levels of inward international migration in the world, third only to Toronto and Vancouver, with migrants making up 40% of the resident population. The number of Maori in Auckland is projected to increase by 39%, while Pacific people will increase by 65% and those of Asian descent by 168%. European and others will increase 12%, and will make up just over half the population in 2021.

The likely trends for the next 35 years are decreasing household size, an ageing population, increasing fuel prices, and the impact of new technology on transport and communications.

\* Spatial plans refer to the way the state services influence the distribution of people and activities in spaces of various kinds. They are developed at local, regional, national and international levels, and involve land use planning, urban planning, regional planning, transport planning, environmental planning, economic planning, and community planning. Auckland is required by law to develop a spatial plan.

The papers are at [http://www.dia.govt.nz/diawebsite.nsf/wpg\\_URL/Legislative-Reviews-Royal-Commission-on-Auckland-Governance-Index?OpenDocument](http://www.dia.govt.nz/diawebsite.nsf/wpg_URL/Legislative-Reviews-Royal-Commission-on-Auckland-Governance-Index?OpenDocument)

Source : Rural Womans Bulletin

## EMERGENCY RESPONSE TEAM FORMED

A MOTAT emergency response team has been formed to handle emergencies at the museum.

Their use was highlighted when tram driver John Wolf was assaulted by a motorist who disputed the fact that a tram was on a piece of right of way he wished to drive on. That matter was referred to the police.

MOTAT operations manager Derek Grieve said that MOTAT, as an organisation, had a commitment to all staff and volunteers to provide a safe and secure working environment and as such it was important to restate that under no circumstances should any one put themselves in a position where their personal safety or security was at risk.

Source : The Controller





Steam Incorporated : The first visible sign of progress on the Carriage Shed Project was to be seen on the week of 9th May, when EDI Downers ballasted and leveled the sidings that the shed will cover. It is hoped that work on building the shed itself might begin in 2 to 3 months' time.

*Photo: John Bovis  
Source : Steamline*

NIGHT TIME MAGIC at MOTAT Trams 47 and 11 present a fairytale like image when running at night during the MOTAT Nights Christmas Lights festival on December 11. The festival ran on weekend nights during December 2010 raising money for charity.

*Photo : The Controller*



**Evening Express:** One of Steam Incorporated's Jazz Train shuttles to Te Puna was caught on camera crossing a river bridge at Sulphur Point, Tauranga, with the train's reflection visible in the water. *Photo: Steve Mac. Source : Steamline*

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