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IN THIS ISSUE

FRONZ Submission on "Pokie" Bill	1	'Small Falls' Can Still Destroy Lives	4
HOC Changes	1	Lottery National Community	5
Our Members—Diesel Traction Group	1	New .kiwi.nz Domain Space	5
Requiem for a Station—Ashburton	3	News From Our Members	5
COTMA Elections	4		

FRONZ SUBMISSION ON "POKIE" BILL

On the 13 September Trevor Burling and Clark Simmonds attended parliament to present the FRONZ submission to the Select Committee on the Gambling (Gambling Harm Reduction Amendment) Bill.

Both Jonathon Young (Chairman) and Ruth Dyson congratulated our representatives on our submission.

Copies of the FRONZ submission and the oral support presented at the select committee can be found at <http://fronz.org.nz/information.html>

HOC CHANGES

Due to the resignation of Alistair Buckingham, Grant Craig is now chairman of the Heritage Technical Committee. The position of representative for the Heritage Network Operators has been filled by Michael Tollich of the Mainline Steam Trust.

OUR MEMBERS—DIESEL TRACTION GROUP

Formed in 1983 The Diesel Traction Group was different from the start. Instead of the usual ambition at the time of saving and overhauling steam locomotives, the group was formed with the purpose of saving a first generation English Electric DG locomotive. DG772 (2255) was purchased from the NZR and based at Ferrymead Historic Park in Christchurch in 1983.

Two DEs (1412 and 1429) were purchased and added to the fleet in 1987. DG772 and DE511 (1412) were then overhauled to a mainline standard that allowed them to haul a heritage excursion to Springfield in 1988 as part of Ferrymead 125. Both locomotives also participated in the Rail 125 cavalcade.

As our primary mainline locomotive DG772 was sent to Dunedin and in 1990 hauled one of the last excursions to operate on the Otago Central Railway to Clyde. Two years later 772 was in Arthurs Pass with DJ3096 hauling the 1992 Locomotive Engineers Association yearly excursion. When 772 was returned to Ferrymead after this trip she was in the company of DI1102 which had been purchased from the NZR prior to this trip.

After a six month stint at Weka Pass Railway in 1996 covering for a bogie repair on one of the Weka Pass Railways Dgs, DG772 then returned to Ferrymead and into a period of little activity.



The Start

(Continued on page 2)

(Continued from page 1)

The return of a large part of the groups workforce in 2000 saw the start of what was going to be a quick brake conversion from A7EL to the 26L brake system, 9 years later and DG772 had ended up having received the full treatment including a strip down to bare metal and full repaint in the traditional first generation red colour scheme. Part of the overhaul included fitting the DG with the latest mainline standard requirements as per NRSS. In 2009 she became the first diesel electric locomotive to be certified under the new regime. This was celebrated by towing Vulcan Railcar RM56 from Christchurch to Dunedin to allow both units to be used in the Middelmarsh celebration. DG772 was also used by the Taieri Gorge Railway on occasion for their regular passenger operations.



Df1501 rolls south towards Christchurch in Jan 2009.

Overhaul of the main generator is underway. Our plan is to overhaul this locomotive to the same mainline standard as the DG so that the DI and DG can operate as a pair.

Recently work has returned to DG772 due to it receiving damage in the 2010 & 2011 Canterbury earthquakes. Significant damage was inflicted to the Left Hand Side of the loco due to its rocking motion causing it to contact the support poles of its storage shed.

As this report is being written we are in final preparation for an upcoming hire of the locomotive by Steam Inc. for a trip to Timaru and the Weka Pass Railway in mid September.

Once DI1102 is complete, the last locomotive in our English Electric family DF1501 is in for the same mainline treatment.



The work continues. Refitting the turbo-charger to DI 1102, Feb 2012



Our aim – right from the start has been to overhaul our English Electric locomotives to a mainline standard that allows them to be used for funding our next project.

Visit www.dtg.co.nz if you wish to view our progress. Follow us on Facebook at www.facebook.com/dieseltractiongroup and on Twitter @DTGInc

Fulfillment—Restored DG772 and RM56 en route to the Middelmarsh Steam Festival, 2009

REQUIEM FOR A STATION – THE ASHBURTON CHRONICLE

KiwiRail Express; 6 Sep 2012

The likely loss of the historic Ashburton railway station is a sad reflection on attitudes in New Zealand to heritage sites, says the former Chairman of the Rail Heritage Trust of New Zealand. Last week, the Ashburton Heritage Trust conceded that it wouldn't be able to raise the \$580,000 needed to buy the station from its current owner and save it from demolition. In this contribution, Euan McQueen backgrounds the station and the struggle to retain it.

Ashburton Railway Station was opened in 1917. Designed by George Troup (who designed and built Dunedin station), it is some 90-metres long, with an even longer platform. With a canopy for the length of the building, it is one of the biggest timber buildings in Ashburton, and is one of the largest timber stations still on the railway network.

The timber used was of high quality, and it is still structurally sound after 95 years of trains rumbling by. It had a station-master until the late 1980s, and indeed in the 1970s a Chief Stationmaster, who was the local manager for the railways in mid Canterbury. He looked after the stations spread over some 120km of main line, and two branch lines (to Methven, and to Mt Somers), a total of some 30 stations, and about fifty operating staff.



Ashburton Station 1917

Today, Ashburton is the only one of these stations still handling general freight; there is a busy private siding just to the north, but otherwise those stations left are crossing loops until Temuka in the south, and Middleton to the north. There are a few operating staff still at Ashburton, a smaller but busy CT site.

The station building was the transport hub of Ashburton until the widespread ownership of cars, and better roads from the 1970s ate into the passenger market. The Southerner stopped there until it finished in 2002; in the final years there were often no passengers to or from Ashburton.

The building remains a prominent landmark, and is one of the few significant heritage buildings in the town...but it is now likely to be demolished.

In 1990 it was sold to Redson Corporation. For some years a successful business operated in the building, but when the state highway moved from East Street (on which the station stood) to West Street, patronage dropped sharply, and eventually it was unoccupied.



Ashburton Station Today—KiwiRail Express

In time the owner sought consent to demolish it, but this was declined. He appealed, and so came into being the Ashburton Heritage Trust, the focus of various organisations which sought to retain the building. Over several years the group worked hard to raise funds, and to help the search for tenants.

Pledges and cash of some \$80,000 were raised, and serious work was put toward fundraising, but to no avail. People were inter-

ested in becoming tenants, but only if the trust owned the building. The price, reflecting an agreed valuation of \$580,000, was just too much of a hurdle. A conservation architect prepared a conservation plan for the building, commenting that of all the stations he had reported on, Ashburton was the one in best condition.

(Continued on page 4)

(Continued from page 3)

And so it is almost certain that one of the most significant heritage buildings in mid Canterbury will disappear, to be replaced by a series of small shops of undistinguished design. Top marks to the Ashburton Heritage Trust for hundreds, perhaps thousands of hours of voluntary work for their station. Much lower marks for other parties who were, at best, neutral or slightly better.

There is a test one can apply to situations like this one. It is called the 30-year test... "how would we regard this situation 30 years from now?" The answer in nearly all other cases where this question has been asked is, "Keep it".

But to be fair, we have to set all this in the context of being in a major recession, which is not going to end quickly. Individuals who might have contributed in better times have not been able to do so.

Local authorities are facing fierce pressure from ratepayers and the Government. The owner wants to realise on his investment. In short, it is not really the season for such projects. The only solution now is to hold the station until times are better, but that is hardly fair to an entrepreneurial owner.

This situation is likely to occur again, although for smaller stations and heritage sites. It is part of the changing role of railways in our transport network, changes which have been going on since the 1960s. But it is also part of a nation of recent European settlement and its view of its very short past.

This is all a rather sad reflection on our attitude toward valuable heritage sites, such as Ashburton; valuable not only in their style and design, but also for their significant social and economic role in the communities they have served.

COTMA ELECTIONS

At the recent Council Of Tramway Museums of Australasia conference held in Adelaide the following were elected to the executive:

Chair; Ian Seymour

Deputy; Dave Hinman

Executive Officer: Rod Atkins

Assistant Executive Officer: Mal Rowe

Treasurer; Howard Clark

Liaison Officers:

Australia; Peter Hyde

New Zealand: Clinton Pearce

Immediate Past President: Warren Doubleday

'SMALL FALLS' CAN STILL DESTROY LIVES

The Labour Group of the Ministry of Business, Innovation and Employment is warning the construction industry that any fall from height is a dangerous fall, and says the industry must change its behaviour if the injury rate is to come down.

"The numbers of reported incidents of falls from height is still a real problem. Across the construction industry the cost of these falls is estimated to be more than \$24 million a year – to say nothing of the human cost," says the Labour Group's Programme Manager – Harm Reduction, Francois Barton.

"What is of most concern to the Labour Group is the belief in some areas of the construction industry that falls from three metres or less are 'small falls' and nothing to worry about."

"This is far from the truth. On a weekly basis our inspectors deal with cases such as this, which in some cases have left people with life-changing injuries. In a recent accident an apprentice was paralysed from the neck down after he fell three metres from a roof."

Factors contributing to injuries sustained from working at height include:

- lack of or inadequate planning and hazard assessment
- inadequate supervision
- insufficient training for the task being carried out
- incorrect protection or equipment choices
- incorrect use or set-up of equipment including personal protective equipment
- unwillingness to change the way a task is carried out when a safer alternative is identified
- suitable equipment being unavailable.

More at <http://dol.govt.nz/News/Media/2012/small-falls.asp>

LOTTERY NATIONAL COMMUNITY

Lottery Community funding is available for projects, activities, resources or services that have a community or social service focus, and which help connect communities, improve well-being, and the quality of people's lives. You need to apply to the national committee if you are: a national organisation, an organisation affiliated to a national organisation, making an application for a project or service with a nationwide benefit, or if your application benefits three or more regions.

Applications close on 24 October 2012. More is at <http://www.communitymatters.govt.nz/Funding-and-grants---Lottery-grants---Lottery-Community>

Source: Rural Women NZ—Bulletin Aotearoa

NEW .kiwi.nz DOMAIN SPACE

InternetNZ (Internet New Zealand Inc) is pleased to announce that it has approved the creation of a new second level domain in the .nz domain name space - .kiwi.nz. This expands the range of choice New Zealanders have in the domain name market and means that people will soon be able to register personalised domain names ending in .kiwi.nz.

The implementation of .kiwi.nz is being managed by InternetNZ's subsidiary company the Domain Name Commission Ltd. Authorised .nz registrars will be able to take registrations for these names from 10am on Tuesday, 11 September 2012.

<http://www.scoop.co.nz/stories/SC1208/S00066/internetnz-approves-new-second-level-domain-kiwinz.htm>

NEWS FROM OUR MEMBERS

RM133 Railcar Trust

The Trust's newsletter reports on the first year's progress with the No 1 end of RM121.

After arrival of the car it was assessed and it was very pleasing to confirm that after all these years of static storage the structure was very sound and would not require the quite the same amount work poured into its other half, however the one area that will require serious attention is the cab structure. As with the No 2 end and those of RM 133 and the RM 119 cab remnants it hasn't fared so well so will require a completely new fabricated cab from the underfloor brackets and floor plates up to the top railing in much the same manner as carried out on the No 2 end.



RM 121 No 1 end car during the strip out and removal of modifications, October 2011; Photo: Doug Johnston

Thankfully Trust members now have some experience in this area and the existing CAD drawings just require a small amount of modification to allow for the extension of length for the luggage compartment end floor plates.

To date the original cab front, floor plates and supporting under floor brackets have been completely removed. The main cab front structure which has suffered serious corrosion was removed in one piece so will still provide a decent template if required. Other work has included clean up of the sub-floor structure and remove of the coupler for overhaul.



*Lee Hall sandblasting the cab floor structure.
Photo: Doug Johnston*

The next immediate plans are reinstate the cab structure and for this it is planned to fundraise for the required materials.

Meanwhile work has continued on No 2 end with corroded framing and skin of the rear wall being replaced with new fabricated sections.

MORE NEWS FROM OUR MEMBERS

Ocean Beach Railway

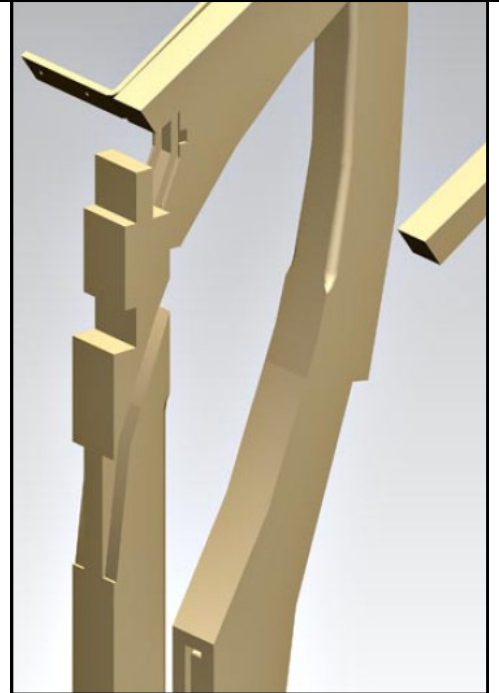
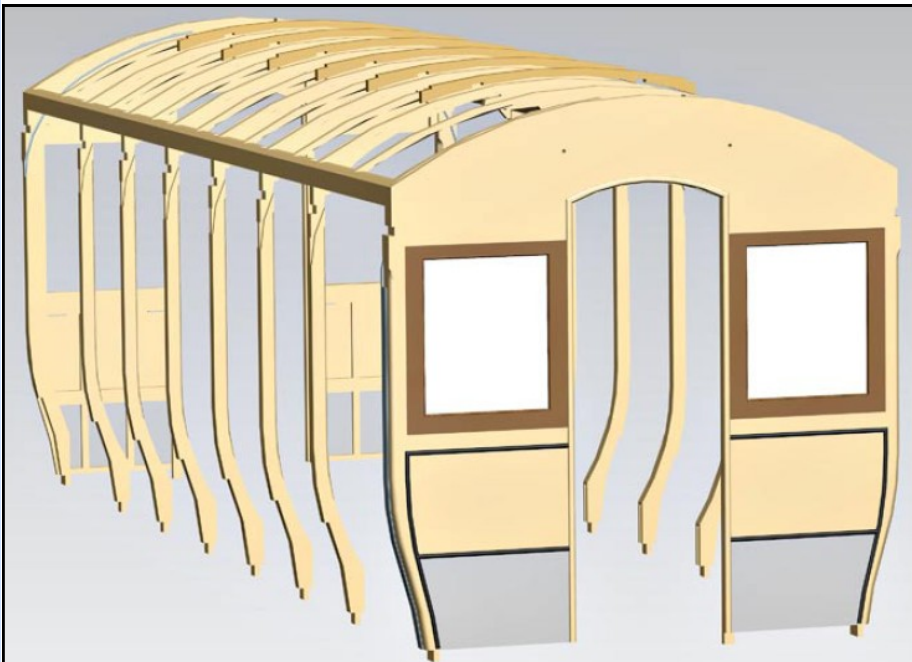
Their newsletter reports steady progress continues on their main restoration projects, Addington carriage A210 and locomotive F111.

Elsewhere some much needed track work has been undertaken in the yard, but as is not uncommon, the more that is done, the more there is to do.

MoTaT Tramway

The Controller asks what happens when your next project comprises little more than "compost and rotted wood"? You recreate the tram from scratch.

This is what Leyton Chan and his team are having to do with Wanganui trailer 21, which will eventually be towed by steam tram 100 and electric tram number 10



CAD images by Leyton Chan

These problems are being compounded by the fact that the trams were built by Boon and Company of Christchurch in two batches, pre World War 1, and post World War 1 with the second differing from the first batch. No 21 is from the second batch, whereas the drawings the section has to work from are from the first batch, as are many of the parts that have either been collected or donated for the project.

An engineer by profession, Mr Chan is redrawing the entire tram in CAD so parts can eventually be sent out for CNC machining. When they return it is planned to have a giant kitset which can then be assembled.

Steam Inc / RES South Island Tour

Dg 772 and Steam Inc train head north across the Waimakariri River, 17 September 2012.

Photo: Nigel Hogg

