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IN THIS ISSUE

Grant Hjorth—RIP	1	Cutting Small Business Power Bills	4
Alan Spencer—RIP	1	Can Telecom Help You?	4
FRONZ Needs Your Help	2	Spikefast Glue For Timber Sleepers	5
Brake Valves Wanted	2	Tourists Mostly Satisfied	5
Roof Ventilators Wanted	3	KiwiRail News	6
Tank Car for Sale	3	Ten Non-profit Funding Models	6
Turntable for Sale	3	News From Our Members	6
Christchurch Tramway To Reopen	4		

GRANT HJORTH—RIP

The NZ heritage rail fraternity was saddened and shocked at the sudden death of Grant Hjorth at the age of 49 on the 29th October. Grant was a long time stalwart of Mainline Steam and the FRONZ Executive and he will be sadly missed.

Grant's passion for steam was kindled at the age of 10 when he discovered the world of live steamers. He became involved with Ian Welch and the Mainline Steam Trust as a teenager and worked with Ian Welch on the early restoration of "big" steam locomotives.

Grant became the Chief Mechanical Officer and General Manager, as well as a Trustee, for MLS. He also managed two of Ian's company's in Auckland.



To quote the MLS web site "Grant has been with Mainline Steam since he was a teenager and has worked tirelessly with Ian Welch to grow the organisation to the one we see and enjoy today. Grant was passionate in his belief that if we are going to spend time and money preserving rail heritage then it needs to be to a high standard and be operating, not dead in a museum, to show off the full glory of steam to generations which never had the opportunity to see steam in action. His legacy is seen in the faces of children, and adults, who look in awe at the locomotives as they thunder along the line in all their glory."

Grant brought the same passion and belief in high standards to his roles on the FRONZ Executive, as Chairman of the Heritage Technical Committee and as the FRONZ Mechanical Convenor

On the HTC Grant played a big role in ensuring that the Heritage Network Operators continued to operate after TranzRail withdrew support and he gave freely of his time and expertise guiding new operators through the complexities of mainline certification. He brought the same quiet competence to the FRONZ Executive where he served tirelessly for many years and his death is a great loss to us.

It was only after his death that it became apparent just how many FRONZ members have benefited from his advice and expertise. As Mechanical Convenor he was regularly approached for help which he willingly gave.

His death at the age of 49 is a tragedy when he still had so much to offer us all and our greatest sympathies are extended to Grant's family, friends and colleagues at Mainline Steam. Farewell Grant.

ALAN SPENCER—RIP

The FRONZ Executive is also saddened to learn of the death of Alan Spencer who had served as the FRONZ auditor.

Alan and his wife Jan stepped into the breach when the previous auditor moved overseas and our treasurer lost access to his company's accounting system, which hosted the FRONZ accounts. Alan and Jan created a simple accounting system for Clark and for the next four years acted as auditor as well as helping Clark with any problems that arose. Alan's deteriorating health eventually forced him to resign the position.

FRONZ has lost another good friend.

FRONZ NEEDS YOUR HELP

FRONZ is badly in need of some volunteers to fill the many “holes” left by the death of Grant Hjorth

Chairman, Heritage Technical Committee (HTC)

Nominations are called from Heritage Network Operators for a person suitable to fill this role. The person needs

- A background in mechanical rail engineering.
- A good knowledge of the standards and processes required to approve vehicles for operation on the national network.
- The willingness and time to manage and assist network operators through the above processes.
- The time and commitment to liaise with network operators and provide feedback and advice from the HTC
- A commitment to continuous improvement in safety standards and an innovative approach to achieving this.
- The skills to chair and manage the HTC.

Note that all expenses incurred will be reimbursed by FRONZ.

Please forward nominations to secretary@fronz.org.nz including endorsements, recommendations and a CV for the nominee.

Independent Vehicle Inspectors

Applications are called for people willing to act as independent vehicle inspectors for all or some of the following heritage network vehicles

- Steam locomotives
- Diesel / Electric locomotives
- Passenger carriages
- Service wagons

The role of the inspector is to provide an independent inspection of certified vehicles on a two yearly cycle to ensure that operators are following good practise and to enable cross-fertilisation of ideas and techniques.

Applicants should have a good background in mechanical rail engineering and a sound knowledge of the mechanical standards applying to heritage network vehicles. (See <http://fronz.org.nz/network/index.htm>)

Notes

- Inspectors operate as employees of RAIL which provides liability insurance and contracts with the client to provide adequate and safe working conditions.
- Inspectors operate independently of their “parent” HNO and no liability can accrue to that organisation.
- Inspectors cannot inspect vehicles of HNO’s they are members of.
- RAIL will reimburse all expenses incurred and recover these from the client.
- While we hope you will provide your time free of charge as a benefit to the rail movement, if you do wish to be paid for your time please make this clear in your application.
- RAIL intends to run a training course for new inspectors.

Please forward applications to secretary@fronz.org.nz including references, recommendations and a CV which includes relevant experience and qualifications. Please state which vehicle types you are qualified or interested to inspect.

Mechanical Engineering Convenor

The role of the mechanical convenor is to assist FRONZ members to obtain information and assistance with their projects, etc. Again a reasonable background in mechanical engineering is preferred as well as the willingness to assist members to find answers to their queries.

If any person is willing to take on the role of interim convenor until the next FRONZ AGM please advise the secretary@fronz.org.nz

BRAKE VALVES NEEDED

Mike Bradshaw is asking for help in obtaining brake valves for two locomotives the Bay of Islands Vintage Railway are restoring (one of which is nearly at the painting stage).

No 4 brake valves would be preferred but they will make do with anything they can get.

Alternatively has anyone found a way to do the same job with modern pneumatic equipment?

Any assistance will be gratefully received.

Mike can be contacted at miketheteam@hotmail.com

ROOF VENTILATORS WANTED

Pleasant Point Museum and Railway need two ventilators to finish the roof section of carriage A1142 of 1912, currently under restoration.

The type required are the smaller ventilators shown in the centre of the roof (pictured).

If you can help please contact Bryan Blanchard at

ba.mc.blanchard@xtra.co.nz



TANK CAR FOR SALE

Steam Inc have a surplus tank car Uc802 (TMS Uc162) for sale to a good home.

Built in 1927 for Shell, type Uc-1.

Approx tare 16600Kg.

Questions and Offers to:
secretary@steaminc.org.nz



TURNTABLE FOR SALE

For Sale: 36' turntable. came from Gear Meat freezing works in Petone. Includes all the bits including centre bearing and ring rail. Open to offers would like to see it go to a good home. If there is no interest this time around it will be offered to outside of railway interests. Enquires to Jason Durry jasondurry@clear.net.nz or 0274596688.



CHRISTCHURCH TRAMWAY TO REOPEN

The Press, 22/11/12

Christchurch City councillors have voted unanimously to proceed with repairs to the city's heritage tramway.

If the repairs go according to plan, trams could be plying the streets of Christchurch again by the middle of next year.

Repairing the tramway will cost about \$1.6 million but most of that is likely to be covered by an insurance payout the council is negotiating with its insurers.

Initially, only the original 2.6-kilometre loop will be repaired as the city council is still locked in discussions with the Christchurch Central Development Unit on the future of the tramway extension, which was nearing completion when the earthquakes hit.

Before the quakes, an estimated 280,000 people rode the trams each year.

CUTTING SMALL BUSINESS POWER BILLS

A system has been developed to help small- and medium-sized enterprises (SMEs) cut their power costs by switching electricity providers. It comes from the Electricity Authority and Switchme, and it follows on from the "What's My Number" campaign for the residential market.

It's basically a tender service, where electricity retailers provide quotes within about 10 working days. The selected provider manages the switch within three or four days.

During a six-week trial period, 35% of businesses using the trial switched electricity providers, and there were individual savings of as much as \$28,000 a year.

Go to www.whatsmynumber.org.nz/MyBusiness with a recent power bill

Source: Rural Women NZ—Bulletin Aotearoa

CAN TELECOM HELP YOU?

The Telecom Foundation is Telecom's umbrella for all its charitable and community-based initiatives. (See <http://www.telecomfoundation.org.nz/>)

As an illustration of its work the following is taken from Telecom's staff website. Please also note the reference to Te Papa's web based collections application.

snip

The Cobblestones Regional Early Settlers Museum in Greytown is unique to the lower half of the North Island in that it is located in a village setting on the site of the original Hastwell Stables operated by Cobb & Co. It's also home to an impressive range of colonial exhibits and rarities and is one of the safe havens for valuable items that illustrate our collective national history.

The museum is facing a big challenge next year – they're aiming to catalogue their entire collection using Te Papa's web based collections application.

That's where we come in – or more specifically – that's where our Community Relations team come in.

Recognising the museum's value and the importance of their work, the team thought it would be a good idea to get involved and support the museum in a tangible and practical way. With that in mind, the Community Relations team have arranged to provide the museum with 12 months of free broadband to enable them to access the information they'll need whilst cataloguing their collection.

That data will also come in handy as museum staff communicate around the world with other historical teams doing similar work.

Cobblestones are already making good use of the free broadband and are well underway on their mission.

Good luck to the Cobblestones team, and if you're in the area make sure you stop by and check out some New Zealand history.

snip

SPIKEFAST GLUE FOR TIMBER SLEEPERS

This Information Notice is published with the kind permission of KiwiRail.



KiwiRail Network – a division of New Zealand Railways Corporation

SIGNIFICANT INFORMATION NOTICE INFRASTRUCTURE

Effective Date
16th November 2012

SIN T 051

Application of Spikefast Glue to Timber Sleepers

INTRODUCTION

The use of Spikefast ES-50 for the application to 2nd & 3rd class used sleepers is now approved for use on the Kiwirail Network with conditions described below.

- Where sufficient stocks of suitable new or 1st class sleepers are not available
- The use of concrete sleepers is not practicable
- For refurbishment of turnout timbers and bridge transoms remaining insitu

Note: The cost of preparing a single 3rd class sleeper with this product is only 12% less than purchasing a new concrete sleeper if repaired insitu.

TREATMENT

At all times apply the manufacturer's instructions on application of this product and adhere to information provided in the MSDS.

Both hardwood & TPR sleepers can be treated using this product, ensuring all holes and any rail seat wear are filled.

Treatment can be carried out on one occasion only, after that the sleeper must be replaced once it is no longer fit for service.

GRADING & USAGE

Timber sleepers successfully treated with this product can be considered to be of equivalent grade as 1st class and can be used as per the requirements of CSP 61.

When treated timbers are to be re-drilled ensure the new hole is immediately adjacent to the previous hole – DO NOT drill exactly where the previous hole was.

Treated sleepers are still to be used with heartwood facing down.

IMPLEMENTATION

This policy is to be implemented immediately from the effective date of this SIN.

The policy will remain in place until a Track Code Supplement is issued or other instructions are published.

TOURISTS MOSTLY SATISFIED WITH THEIR NZ EXPERIENCE

Results from Tourism NZ's annual Visitor Experience Monitor (VEM) show visitors to this country remain highly satisfied with their experience, scoring it 8.9 out of 10. However, the monitor highlights a number of challenges (for example, the high NZ dollar) for the tourism industry. Main points made:

- NZ's natural environment continues to receive the highest overall satisfaction rating of 9 out of 10, consistent with last year's results.
- there's been a big increase in the number of visitors engaging with social media to share their experiences in NZ, both during and after travel; and
- on average, visitors from the USA, UK, and Germany are most satisfied with their NZ holiday experience, while Korean travellers are the least satisfied (Japanese travellers were significantly more satisfied this past year, than the year before).

Detailed results from the survey are being provided to the industry through TNZ's corporate website tourismnewzealand.com

Source: Rural Women NZ—Bulletin Aotearoa

KIWIRAIL NEWS

KiwiRail has announced that the majority of Hillside Workshops in Dunedin is to close, a decision that will have some impact on FRONZ members. The foundry has been sold to Australian-based engineering company Bradken who will continue to operate the site, including supplying parts to KiwiRail. The heavy lift facility will be retained until new facilities can be built in Christchurch. The remainder of the workshops will wind down over the next few months as projects come to an end or are transferred elsewhere.

One of the last major projects of Hillside is coming to an end with the delivery of the last of the new AK carriages to Christchurch for the TranzAlpine service.

Meanwhile KiwiRail is seeking new tenants for the historic social hall immediately north of Wellington Railway Station. (See photo.)

The two storey building adjacent to the station's Platform 9 was built for the Railways Department in 1937 at a cost of 15,000 pounds. It carries an Historic Places Trust Category 1 listing.

Source: KiwiRail Express



TEN NON-PROFIT FUNDING MODELS

For-profit executives use business models - such as "low-cost provider" or "the razor and the razor blade" - as a short-hand way to describe and understand the way companies are built and sustained. Not-for-profit executives are not as explicit about their funding models and have not had an equivalent word list - until now.

Read all about the Heartfelt Connector; the Beneficiary Builder; the Member Motivator; the Big Bettor; the Public Provider; the Policy Innovator; the Beneficiary Broker; the Resource Recycler; the Market Maker; and the Local Nationaliser. There is also advice about the implications of the funding models for not-for-profits.

This one is at http://www.ssireview.org/articles/entry/ten_nonprofit_funding_models/

Source: Rural Women NZ—Bulletin Aotearoa

NEWS FROM OUR MEMBERS

Mainline Steam Trust

After overhaul by Mainline Steam, and some test runs at GVR, Ja1240 made its first mainline trip last Saturday to Matamata with RES cars.

Ja1240 was withdrawn from service in 1971 and purchased by the late Peter Coleman. It was towed to Blenheim in Feb 1972 where Peter spent many hours dismantling it for the 10 km shift to his home and then reassembly.

In 1991 the locomotive was purchased from Peter's estate, transported back to Blenheim and towed north to Mainline Steam's Parnell depot where it sat in the shed until work could be started in 2006.

Photo: Murray Twigg



National Rail Museum

The NRM reports that work is underway to install the turntable that will sit at the heart of the roundhouse main display area. The contractor has excavated several large lumps of concrete which, with true "kiwi ingenuity", will be crushed and reused as part of the embankment for the feeder rail line into the roundhouse. Arrangements have also been made to have concrete from the ongoing demolition around Christchurch city delivered on site for the same use.

(Continued on page 7)

(Continued from page 6)

The Museum now has an agreement to take custody of and care for the extensive archive collection of the Canterbury Railway Society. The CRS have been collecting documents, drawings, photos, slides and other important items for more than 40 years. This material will become the heart of the NRMNZ archive and will become available to researchers and historians once the museum is opened.

Taieri Gorge Railway

While the Taieri Gorge Railway doesn't encourage passengers leaning out carriage windows the photo on the right shows its contribution to a series of ads produced by Project Media for Tourism Dunedin. The ad campaign, aimed at Aucklanders, features quirky and fun quotes from Dunedin people, in this case Jim McKelvie, TGR Loco Engineer.

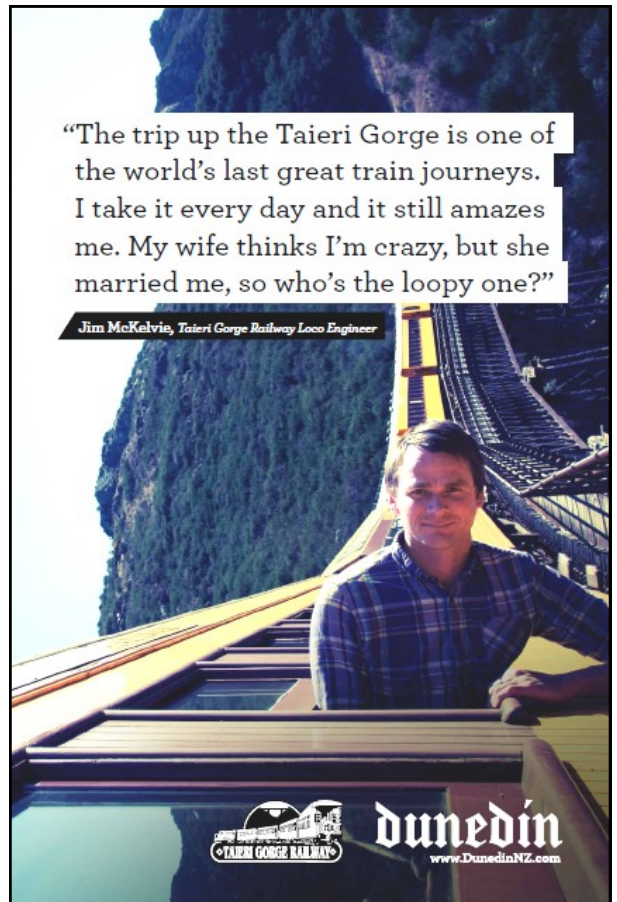
The railway reports revenue for the 2011 – 2012 year was \$5.5 million, up slightly on last year's \$5.3 million. Profit was up from \$3,000 to \$22,000.

The TGR has negotiated a one year lease from KiwiRail for Silver Fern railcar RM24. The intent is to trial services to Waitati (for cruise ship passengers), Palmerston and occasionally further afield. (RM24 will not fit up the Taieri Gorge.)

While the general tourism market the South Island is still depressed in the aftermath of the Christchurch earthquake, the TGR has scheduled a bumper cruise ship season with a record number of ships expected into Port Chalmers.

SteamRail Wanganui

Their newsletter reports on a successful shunting school run in September. With increasing rail movements around their depot they felt the need to upgrade and certify their members skills.



This is one of the unheralded but necessary background processes required to operate a safe railway

Photo: Colin Hughes

Canterbury Get-together

Several newsletters from the Canterbury region include an invitation from Weka Pass Railway who are hosting the annual get-together for the groups in the area. The BBQ is on Saturday 1 Dec and coincides with Weka Pass's 30 anniversary. Do other regions have similar functions?