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SEASONS GREETINGS

This is the time of the year when many members are busy providing entertainment and education to NZ's on holiday, often at the expense of their own time off. We hope that your sites are well attended and that you can still find time to relax with family and friends.

We wish you all the best for the season and a prosperous, and safe, New Year.



NEW MEMBER—MIDLAND RAILWAY COMPANY

We welcome Midland Railway Company (NZ) Ltd as a member of FRONZ. The company is wholly owned by the Midland Rail Heritage Trust.

It is intended that the company will operate services for the Trust, using vehicles leased from the Trust.

NON OPERATIONAL STEAM LOCOMOTIVE WANTED

The Lumsden Community Steam Train Project is looking to purchase a Steam Engine Locomotive to have as a static display at the Lumsden Railway Station in Southland.

The purpose of this Engine would be as a Visitor & Tourist Display piece and Focal Point celebrating the past Railway History of our wonderful town especially with the prospect Rail Trail projects pending.

The project would involve transportation and restoration of the engine to its placement at the Lumsden Station Platform.

We would also require suitable gauged track to rest the engine on for its display.

Funding would be from fundraising, donations and associated community groups with the restoration undertaken by volunteers within the community, such as Lions, Schools, Churches and Local Contractors.

We are interested in any ideas your members or associates can offer to help this popular project get off the ground.

Please feel free to contact;

John Titter

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Lumsden Steam Train Project.

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WAITAKERE TRAMLINE OPEN FOR BUSINESS

West Auckland's second operational narrow gauge bush tramway (Waitakere) is now open for business after a horrendous 12 months of setbacks, including an errant rimu tree that demolished part of a Watercare shed before ending its freefall descent on a volunteer's car (no injuries fortunately), and several washouts, one being major, leaving 6m of track suspended in midair, effectively closing the line. Whatever the cause, Sunday excursions had to be halted, but it was hoped it would only be for a couple of months. How wrong the optimists were!

The Society was contracted by Watercare to operate its train as required during the repair period to ferry the workers, their equipment and their supplies from the Depot, through George's Tunnel and up to the worksite. It was hoped that the money that the Society would receive for this work would keep the Society financially afloat during the stoppage period.

Three weeks after the washout, Canadian Pacific Ltd. started work to effect repairs to the pipe and bank, and a two-man crew was in place every day to operate the train. This invariably consisted on our diesel-hydraulic loco *Harvey Stewart*, two carriages and the box car. Watercare delivered its large compressor and another low loader car (and later two side tipping hopper cars) to assist with the repair operation, and these were taken up to the site as required. There was a break for Christmas and the work recommenced in the New Year. The pipe workers started by drilling anchor holes in the rock face above the pipe to support the old and new pipes whilst they worked. This proved to be less than successful as the anchors bent through the soil where they emerged from the underlying rock. Next they cut a small shelf in the rock under the damaged pipe large enough to install a scaffolding support for the track, which they then boarded over. This enabled them to use the boarded track to access and remove the old pipe sections and to install the new ones. This boardwalk also enabled us to cross to the other side of the chasm to inspect the track up towards the dam.



At the end of January, the workers cut out about 11 metres of damaged pipe using a chain cutter and rolled the sections along the boardwalk to the stable ground. They then rolled in the new sections which we had delivered on the flat car, using collars to secure the new pipe to the old, and concrete plinths were built under the new pipe to support it. In the meantime, they had also repaired the small section of pipe near Kelly's Chute, pushing the un-powered flat car to the site with their tools and equipment. The pipe was back in use during the first week of March, but the track remained closed.

It wasn't until the last week of June that work started on the track repair contract. Two possible options had been considered – a traditional bridge and a solid fill retaining wall – to support the track across the gap, which had widened to about 12 metres by this time due to on-going erosion. The tender was awarded to Auckland Stonemasons Ltd., who have a reputation dating back to the 1920's for building walls and other stone structures, such as the sea walls alongside Tamaki Drive and at Beachlands.

The plan was to build a solid retaining "wall" four metres high and the whole width of the track bed, hard up against the rock face fill the gap. The first task was to remove the track and its supporting scaffolding, and to excavate 30 cubic meters of soil back to the bare rock below the new pipes for the whole width of the gap. 27 cubic meters of rock were excavated to create a wide horizontal ledge in the rock face and a reinforced concrete slab poured over it to provide a flat surface for the base of the "wall". Three rows of seven anchors were then drilled and grouted into the rock face to bind the wall as it was being built and prevent it from moving outwards. The "wall" was a solid fill, consisting of layers of recycled concrete paving slabs, laid like a giant mosaic, with concrete to fill the gaps between the slabs. When one layer was finished, the next layer was laid on top with concrete between the layers to bind them together, with a final reinforced concrete slab on the top. The wall was extended 2 metres into the bank each side to reduce the risk of erosion.

The final length of the wall was just over 20 metres, and consumed the following materials:

- Recycled broken concrete 63m³ (126 tonnes)
- Builders mix 34m³ (61 tonnes)
- Cement 275 bags (11 tonnes)
- Total weight of materials 198 tonnes

(Continued on page 3)

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About 3 000 litres (3 tonnes) of water was required to mix the concrete and this was transported to the site in drums on the low loader, having been filled at the Depot's standpipe.

All this material was delivered to the Depot yard by trucks that had reversed up from the filter station, loaded onto the flat car or hoppers and then pushed up to the site by *Harvey Stewart*. As well as liberal use of the sanders, the train often needed a push from the workers to get it up the gradient in the Depot yard to the tunnel portal, due to the heavy loads being pushed and the slippery rails. Once in the tunnel, the driver rapidly increased speed and hoped to make it up to the large valve, which marked the end of the incline, without stalling. The sanders certainly worked overtime on these trips.

Once the final concrete pad was finished, wooden sleepers were bolted onto the slab, rails were attached to the sleepers, and boards were laid alongside the rails to provide a walkway for pedestrians who use the public walkway that follows the track. Finally, a guard rail was attached at the outer edge of the concrete slab to prevent pedestrians falling off the wall into the chasm, with the work finishing on 12 September. It only remained for Watercare and the design engineers to inspect and sign off the work and the track could be used again.

As well as losing the full use of the track, we suffered a number of problems during the repair period. The most serious occurred on the last Friday before the concrete work was completed, when *Harvey Stewart* suffered a damaged shaft in the coupling between the motor and hydraulic pump. The train was half way along the tunnel with just the crew on board when the power failed completely, and there was no option but to push the train back to the Depot. On the Monday morning, Watercare loaned us its spare loco, to enable us to keep servicing the repair work. *Harvey Stewart* was out of action for more than a week but the shaft was repaired by the time the handrail was ready to install.

Another problem was parking. Whilst the wall was being constructed, the yard was usually filled with demolition concrete and builder's mix, so the crew parked alongside the road coming up from the filter station, leaving room for the trucks to deliver more materials. The continual rain turned this area into a quagmire, resulting in several cars getting bogged down and needing a tow.

Crusher Pad

When the dam was raised in 1926, a steam powered rock crushing plant was built alongside the pipe and track about 60 metres from the tunnel, and just short of the 2011 pipe break. The crusher's boiler house, engine house and fuel store had been built on concrete pads which still remain *in situ*, although the last of the buildings disappeared about 50 years ago. The rock quarry above the tunnel that had been opened for the original dam building was again used, with the rock being carried on light rails and dropped into the crusher silos. Whilst waiting for the next trip back to the Depot, the train was "parked" alongside the site of the rock crusher site, so some of the train crews made use of the time by clearing the debris and leaves that covered the concrete pads. This makes it easier for the public to see the site and appreciate the history of the area. At least some good came from this sad period in the Society's history.

Another positive upshot is that Waitakere Tramline now have a new spectacular and unimpeded view of the slip, looking west across thick bush and farmland towards Bethells, views that will be admired by many from NZ and overseas for years to come.

NON-STANDARD MULTIPURPOSE LADDERS BANNED

Multi-purpose ladders that do not meet Australia and NZ safety standards have been banned for eighteen months (after which the ban will be reviewed). Consumer Affairs tested these ladders, sold on Trade Me, and found they collapsed well below their advertised weight limit.

For more information go to <http://www.consumeraffairs.govt.nz/news-1/product-safety-alerts/ban-on-the-sale-of-unsafe-multi-purpose-ladders>

GIVEALITTLE ONLINE THIS CHRISTMAS

Givealittle is a free online fundraising site for NZers. It's a fast, safe and easy way to create a campaign, share with your networks and get instant donations. The Givealittle site is for:

- charities, clubs, schools and not-for profits;
- people with great ideas that make a difference;
- fundraisers on a mission to help their favourite cause or charity, and
- donors who want every dollar they give to get through - thanks to the Telecom Foundation, there are now no fees charged on Givealittle.

The site manages donor receipts and makes monthly bulk payments to the fundraiser's bank account. Make a donation at www.Givealittle.co.nz

Source: Rural Women NZ—Bulletin Aotearoa

COSTLY EARTHQUAKE PROTECTION COMING?

A discussion paper released by MBIE proposes earthquake assessment of most non-residential buildings and strengthening or demolition for those that do not comply. Many FRONZ members own or use older buildings and may be faced with large costs if the proposals are accepted by government.

If you are concerned we urge you to make a submission (see below). The following article from Rural Women NZ—Bulletin Aotearoa sets out the salient points.

A Ministry of Business, Innovation and Employment (MBIE) discussion paper, “Building Seismic Performance,” makes proposals to improve NZ’s earthquake-prone buildings policy system. The discussion paper represents the Government’s response to the recommendations of the Canterbury Earthquakes Royal Commission covering earthquake-prone building policy (Volume 4: Part 2 of the Final Report) – released at the same time as the discussion paper (see box below).

The proposals set out a uniform national approach for dealing with earthquake-prone buildings (territorial authorities in different parts of the country often deal with earthquake-prone buildings in different ways). There are between 15,000 and 25,000 buildings at risk of collapse in a moderate-sized tremor (equivalent to 8-13 percent of NZ’s non-residential and multi-unit, multi-storey residential buildings).

In essence, the proposals require:

- all non-residential and multi-unit, multi-storey residential buildings to earthquake-assessed within five years of the changes taking effect, and this information to be made publicly available on a register;
- all earthquake-prone buildings be strengthened or demolished within 15 years of the changes taking effect (up to 5 years for local authorities to complete quake assessments, followed by 10 years for owners to strengthen or demolish buildings), compared to an estimated 28 years (on average) under the current system; and
- quicker strengthening for certain buildings (e.g., buildings on transport routes identified as critical in an emergency).

Other proposals include:

- the current earthquake-prone building threshold (often referred to as 33 percent NBS) would not be changed; however, it is proposed to establish a compulsory national requirement for all buildings to be strengthened to above the current threshold, or demolished, within a defined time period;
- owners of buildings assessed as earthquake-prone would have to submit a plan for strengthening or demolition within 12 months of their building being notified as earthquake-prone; and
- certain buildings could be exempted or be given longer time to strengthen, e.g., low-use rural churches or farm buildings with little passing traffic.

Submissions close on 8 March 2013. There is an online consultation form at <http://www.dbh.govt.nz/consultingon-epbp> (this URL is the one you can use to access the consultation paper). Public information meetings will be held during February as part of the consultation process. Dates and locations are yet to be finalised, but regularly updated details can be found at <http://www.dbh.govt.nz/consultingon-epbp-publicmeetings>.

Written submissions will also be accepted, and they can be sent to Earthquake-Prone Building Review, Infrastructure and Resource Market Group, Ministry of Business, Innovation and Employment, PO Box 10729, Wellington 6143

REMINDER ON MACHINE GUARDING

The Ministry of Business, Innovation and Employment (MBIE) is reminding businesses involved in all areas of manufacturing and processing about the importance of effective machine guarding.

Every year employees across New Zealand are involved in accidents because of ineffective or non-existent machine guards.

Under the Health and Safety in Employment Act 1992 all employers have a duty to identify and take all practicable steps to ensure that their employees are not exposed to hazards in the workplace.

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All the principles of machine guarding are well known and are easily accessible on the MBIE website. In addition, Health and Safety Inspectors can offer specific advice if required.

Detailed information on [safe machine-guarding principles](#) are the MBIE website.

FLYER WILL BE ON TRACK

The 'Kingston Flyer' boss says the vintage steam train will be back for "Race the Train" in early January. The iconic 1927 train was suspended from service on Sunday (9th Dec) amid safety concerns and it's 11 staff were stood down.

Water leaks in the boiler of the train's only operational locomotive saw inspectors remove it's safety certificate. Flyer boss David Bryce says the other locomotive is due back in Kingston on Monday (17th Dec) after an overhaul and will be refitted as soon as possible.

And he railed against suggestions there could have been a quick fix for the leaking boiler. "You can't just get the local garage man to come and weld up a boiler – it's a high pressure vessel and repairs have to be done by certificated people. We have to comply with legislation. It wasn't my choice to take it out-of-service. We had our certificate removed last Friday evening. The staff are all very supportive and are looking forward to being back at work in a week or so."

The 'Flyer' operates two locomotives, Ab778 and Ab795, which has been undergoing an extensive \$100,000-plus overhaul.

The "Race the Train" run, on Sunday 6th January (2013) sees competitors attempt to beat the train over 12-km from Fairlight to Kingston.



Boiler being refitted to Ab795, 17/12/12 - Photo: George King

Bryce, a Marlborough wine grower, bought the train last year on "Trade Me" while he was recovering from a stroke, reviving it's fortunes. It had been mothballed after it's previous went into receivership. And despite saying he is open to offers for the business, he says it's not been placed on the open market.

"There's no 'for sale' sign up. It's not back on "Trade Me", Bryce said. "I'm very proud of what I've achieved and my staff have achieved in getting it operational. It's just that I've met my challenge and there's a good opportunity here for someone else."

Source: Paul Taylor ("Mountain Scene" Thurs 13th December 2012)

SILVER STAR CARS FOR SALE

The 6 ex Silver Star carriages stored at A&G Price's, Thames, are still for sale. The cars are owned by the Eastern and Oriental Express who are willing to sell them as one lot or individually. It is understood that the price is now more realistic than in the past.

Details of the cars are:-

Body

- Interiors have been gutted
- Many windows are broken
- Asbestos has been removed.
- Two cars had generator sets fitted (since removed.)

Running Gear

- Cars come with bogies (mostly complete)
- Some running gear parts are missing

Costs

As well as the purchase price there will removal costs from A&G Price's yard.

Contact

Bill Lovell
A&G Price Ltd
Ph 027 455 8346
Email: bill.lovell@agprice.co.nz

REVIEW OF CHARITIES COMMISSION ACT POSTPONED

The Government has decided not to review the Charities Act 2005 at this time. The Act is administered by the Department of Internal Affairs (DIA), following the dis-establishment of the Charities Commission.

The Government considered narrowing the review to look only at the definition of charitable purpose in the Act. However, it has indicated that the current tight financial situation means that the scope of a review would be limited especially given the likely tax implications of widening the definition of charitable purpose. It also says the new DIA system is still "bedding in".

More is at <http://www.scoop.co.nz/stories/PA1211/S00310/no-review-of-the-charities-act-at-this-time.htm>

Source: Rural Women NZ—Bulletin Aotearoa

LOTTERY MATTERS

Lottery Grants Applications: 2013 Closing Dates

Committee Application	Closing date	Meeting date
National Community Committee	1 May 2013	7-18 October 2013
	23 October 2013	17-18 April 2014
Regional Community Committees	13 March 2013	22-26 July 2013
	13 November 2013	24-28 March 2014
Community Facilities Fund	27 February 2013	19 June 2013
	17 July 2013	20 November 2013
	26 February 2014	18 June 2014
Community Sector Research	Wednesday 21 August	2013 27 March 2014

Lottery Minister's Discretionary Fund (accepts applications from individuals and groups for community projects that fall outside the scope of the other Lottery distribution committees): applicants are generally advised of grant decisions within 12 weeks of an application, with all supporting documents, being lodged.

Applications must be submitted before or on the closing date to be considered at a meeting. For further information freephone 0800 824 824.

More about all lottery grants is at <http://www.communitymatters.govt.nz/Funding-and-grants---All-of-our-grant-funding>.

Community Development Scheme

This scheme aims to support communities to build on local strengths and address local issues. It also enables organisations to employ a community development worker who can help communities work together to decide what kinds of projects they need, and then bring people in the community together to identify how to make those projects happen.

Applications for this funding round are invited from community organisations, hapu, and iwi based in Franklin; Gisborne; Greymouth and/or Westland; Mackenzie and/or Timaru; Meremere and/or Waikato and/or Matamata-Piako; Rodney; Rotorua; Stewart Island and/or Invercargill; and Upper Hutt City.

Applications close on 20 March 2013. More is at <http://www.communitymatters.govt.nz/Funding-and-grants---Crown-Funds---Community-Development-Scheme>

VOLUNTEERING NZ'S NEW BEST PRACTICE GUIDELINES

Volunteering NZ's New Best Practice Guidelines are designed as a set of targets and pointers on how to support managers of volunteers, get the best out of your volunteer programme, and enhance your organisation's attractiveness to volunteers and paid staff alike.

More is at <http://www.volunteeringnz.org.nz/2012/best-practice-guidelines-for-volunteerinvolving-organisations-launched/#more-962>

Source: Rural Women NZ—Bulletin Aotearoa

LINK TO WEST COAST MINING PAST

The former Miners' Hall in Runanga on the South Island's West Coast is being proposed for Category 1 registration by the New Zealand Historic Places Trust.

A miners' hall has stood in Runanga since shortly after the town was established as a state coal mining town in the first decade of the 20th century, although the original 1908 hall had to be rebuilt when it was destroyed by fire in 1937.

Source: NZHPT



NEWS FROM OUR MEMBERS

(News culled from our members newsletter sent electronically to secretary@fronz.org.nz)

Steam Incorporated

Steam Incorporated's smallest steam locomotive Barclay #1181 has moved to a new home based at the Silver Stream Railway in Upper Hutt. The engine has been sold to J. Durry, a member of Silver Stream and will allow the Barclay to be restored to working order sooner rather than later.

While Steam Inc members have a strong desire to see the locomotive restored, they couldn't commit resources to the work and it would be of limited use to them once operational. It was offered to Silver Stream who wanted the loco but couldn't find the wherewithal to restore it in the foreseeable future.

At this point Jason stepped in and offered to purchase the locomotive outright.

The locomotive will remain in the Wellington region; it is going to someone with a proven track record of locomotive restoration; the locomotive is likely to be restored to working order sooner rather than later, and as a private project, won't detract from Silver Stream's own restoration programme; and Steam Inc receives a fair price for the engine, money which can be put into other projects at Steam Inc – in all it is considered to be a win-win situation for all parties.



Barclay #1181 stored at Gracefield in the 1970's.
Photo: John Bovis

Western Springs Tramway, MOTAT

The Controller reports that the tramway was tested during June when MOTAT opened its gates for free admission.

Officially 43,461 passengers were carried during the month (cf with 15,883 for the same month last year) with the busiest day being June 17. The numbers are conservative as the loadings were so heavy that, on some trips, not all tickets could be collected.

In January the Western Springs Tramway expects to reach the milestone of 1 million passengers carried since the MOTAT 2 extension opened on April 2 2007.

The Controller also notes the passing of Marian Gallop, one of Auckland's first women conductors, who died in Manurewa in August aged 91. Marian joined one of the first intakes at Gaunt Street depot in June 1942 and worked most tram routes during her career.

The major project at present in the mechanical workshop is the overhaul of the EMB trucks which reside under the Auckland Streamliner trams 248 and 253.

Elsewhere the refurbishment programme continues on Melbourne SW6 tram No.906.



Passengers cram onto tram 893 on June 23, as the Western Springs Tramway reminded Aucklanders of the ability of trams to convey large numbers of passengers.

NEW FROM OUR MEMBERS CONT...

Nelson Railway

The railway is having to use the backup engine TR 62 to pull their trains after DSA 262 started to leak water and it was discovered that the radiator core was beyond repair. The Society is seeking funds to complete repairs.

Work on the Wf has been confined to small jobs like making boiler bands, and new studs and fittings while waiting another visit from the riveter who has to come from Christchurch (only thirty eight more rivets to do)..

The Society is looking for plan no W15625 for a Wf superheated Boiler, as they need to make new elements.

Meanwhile work is continuing of carriage A173 (pictured).



The 'Cyclops' set Dm556 at Wellington railway station on 7 October 2012, flanked on the right by a blue Johnsonville set

Rimutaka Incline Railway

The Trust is assisting the Wellington Multiple Unit Preservation Heritage Trust with their goal of saving at least one English Electric set for future operation on the Wellington urban network. They have agreed to assist by providing storage for units that the group has targeted for preservation and provided all goes to plan, at least one unit will be on site at Maymorn by the end of February 2013.

The English Electric units had their final run on the Johnsonville line on 19 March 2012, which was the last run for the Dm556 set, commonly referred to as 'Cyclops'. Three remaining blue liveried ex-Johnsonville sets were used on the Hutt Valley line for a few more months through to June 2012, with a last run on 25 June 2012.

Ocean Beach Railway

The OBR News reports that A67 is undergoing its 10 year boiler survey and the Kerr Stuart is back in action after Ferrymead Railway came to the rescue with two damaged boiler tubes that could be shortened to replace leaking ones.

They have also acquired a supply of off cuts from Scotts Engineering in Christchurch for future use.

