

On Track News

Newsletter Kindly Sponsored by
More Than Mowers, Ngongotaha Ph 357 4748

ISSUE 5

JUNE 2011

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Kia Ora - Greetings from the Chair

Welcome to the winter edition of On Track and winter has finally kicked in. You will see that we intend to celebrate this happening with our 'Mid Winter' at the Park Shennanigans where all the groups who currently use the park and others who feel part of the park anyway (such as the Fire Brigade) will come together to give everyone a good old day out for the family with things to look at and do that cost nothing and some small charges for trains and bouncy castle and food. Good cheap food such as Soup and a Bun to be run by Dog Sports as a fund raiser for them and the honourable sausage sizzle run by the Tractor and Machinery Club, and raffles run by the Fire Brigade as a fund raiser.

Recent things of importance include Sharon Fleet our GM and Trustee Allan Estcourt attending FRONZ Convention in the South Island and both coming back with lots of ideas and a real buzz about their experiences which will undoubtedly unfold into concrete plans for our Rail endeavours.

One of the things Sharon noticed when talking to other group members from around New Zealand, was that many of the groups seemed to concentrate on just one core activity / project - which is undoubtedly sensible. For example they did not have a miniature railway, a model railway, three foot six yards, masses of rail vehicles for restoration, a safety case in the wings and plans for a tourist railway, plus responsibility for environment enhancement on the main rail corridor.... Mmmmm.....we might just be spread a little thin, with Retail of wood, shavings, rail sleepers and a retail shop selling all sorts from ice cream to collectible packaged cars, trucks, children's puzzles and knitwear. However we are ambitious to make this whole thing come together and since our last newsletter new membership subscriptions are rolling in with over 105 members so far and from these members volunteers from Taupo, Tauranga and from right around our district are coming into the Park on weekends to help us with train rides and retail. Some are even keen to get involved in restoration. Absolutely Fantastic, come along and join in and enjoy some great rail company.

Another upcoming event is the 23rd July Dog Sports Flygility Tournament with competitors coming from right around the North Island. Come and be entertained

Our Safety Case was Peer Reviewed while it was in Wellington and has come through with flying colours. Our huge thanks to Adrian Douglas and the team at NZTA for mentoring us through to here.

It is now up to us to put all the checks and balances in place so that we can be audited and receive our accreditation to use a 3'6" line to run our planned Motor Trolleys and Jiggers for the fun of all comers. This operation will be run strictly by the Rail Act Rules and will allow us to build up credibility to extend our use of rail as time passes. Over the Queens Birthday Weekend we received a lot of requests from visitors to walk through the rail yards and look at all the old vehicles. Of course we are unable to allow that right now. We will be doing a 'Static Display' addenda to our Safety Case as soon as possible with signage for each vehicle and a roped safe walkway through the yards so that, for a small donation, interested visitors can take advantage of this opportunity. Once more we will be running the static days separate to the motor trolley days, so that there is no overlap of activities and/or risks within our yards.

Things don't actually happen fast enough but the enthusiasm and intent is marvellous.

Oh incidentally just in case we haven't got enough to do we have put our hand up to run the FRONZ Conference in Rotorua next year.....so that all of our members have the opportunity to come together with rail enthusiasts from around New Zealand. Look out New Zealand, Rail is still here and growing in a very fascinating way.

See you down here

Raewyn Saville—Chairperson



Rail Park

Open Every Sunday
during Winter and
Public Holidays
10.00am to 3.30pm
Group Bookings
Welcome

Trading Hours
9.00am to 4.30pm
Monday to Sunday



Member



“Trust Happenings” - Sharon

- I am thrilled to say that the Friends of the Trust membership is well above that of the same time last year. With membership still coming in on a weekly basis.
- The park is now operating Winter open hours on the weekend—open Sundays only 10am to 3.30pm through to October.
- Thanks to Kevin Quick our new forklift sports a nice coat of yellow and black paint. It has been worth its weight in gold.
- The Park is looking better and better every week and comments being received have been fantastic. You may have noticed some of the spindly trees have been removed from within the oval.
- We received a very welcome donation of \$1000 from the Rotorua Model Engineering Society which was funding they received from Rotorua Trust (RECT) for the laying of the cobbles out at Te Amorangi. As the cobbles have been removed and are going over to Cambridge they contacted the Rotorua Trust who said they wished the funding to stay in our area.
- The buildings which were have been given by the Rotorua Model Engineering Society proved to be a far bigger job than first imagined and the cost to relocate would have been bigger than our Trust could afford. With this in mind our Trustees offered the buildings to the Te Amorangi Trust for a small recompense which we are still waiting for.
- 5km speed limit is now in place throughout the park and Caution signs have been put up at our Tauī St entrance, thanks to Andys Hire. There was a near miss incident between a car and forklift and I know who would have come off 2nd best! Speed was involved here.
- Many thanks must go to Corrections Department once again for all their help. Two projects in particular the first one is the tyre wall behind Gull Service Station—Kate and her team with Rodney S have completed this and it look great and some plantings have been done. We still need



- Firewood sales have bottomed out although we are still selling 1 or 2 loads per week it is really slow. Talking to other merchants around the area they are experiencing a similar drop off.
- The Park buildings are really looking sharp the NZR Heritage colours was a good move. Greg Fahey did a fantastic job spray painting the roofs.
- We received a very welcome \$500 donation from Australearn as a thank you for hosting their students on the Activity Days 9th, 14th and 16th February. Another 90 will be visiting on July 3rd, 4th and 9th. We are planning a Mid Winter in the Park for the 3rd, a clean up day 4th and native tree planting day on the 9th. More about those days later.

more agapanthus or similar plants to finish off along the top of the wall.

- Over the last month I have started promoting Sunday open hours for Train Rides in the What's On section of the Daily Post, Weekender & Events Rotorua Website, the response is pleasing.
- It is good to see volunteers wearing their name badges while they are on site. It helps visitors to clearly see who they are.
- On Thursday 29th June Rodney S and I have arranged a visit to Bush Tramway to collect our Q wagon and have a look around.
- The Tractor and Machinery Club are now residents at the park, the Mid Winter At the Park is to recognise our relationship with a display day.
- The Library is now double glazed, it is amazing how much warmer it is in there.
- Our Public Meeting held on the 19th May up at the Community Hall was well attended. Allan Estcourt gave us a talk on traction engines which I personally found really interesting and Neil Oppatt from Rail Riders put on a photo montage to music of the progress being made on the line. The supper was excellent many thanks to Raewyn and Esther.
- Sales of Natures Flame Pellets 15kg bags is ticking over, we have started to advertise these in the Daily Post last week. We took a punt and brought 6 pallets of them, Rodney S went down to Taupo to collect them, it just happened to be the day that the storm hit Taupo, he ended up right in the heart of the storm with trees and buildings falling around him.
- It is with sadness that at the end of June programmes run by Te Whare Hauhora o Ngongotaha end due to funding being pulled by Lakes District Health Board. This will mean the programmes we have been working on will not be happening.



“Mid Winter At The Park”

Sunday, 3rd July 11

10.00am to 3.30pm

Heaps to do and See

Activities

Train Rides
Donkey Rides
Bouncy Castle
Model Trains

Displays

Tractor & Machinery
Vintage Cars
Fire Brigade
Motor Bikes

Food and Drinks available

Natures Flame Pellets

Now available from the Park

15kg bags
\$10 per bag





Canada's biggest model railway, a masterpiece built over decades, will be dismantled

MONTREAL - In a warehouse in Montreal's historic Griffintown neighbourhood, model train enthusiasts have spent 38 years engaging in a labour of love. Inch by inch, they've constructed what is believed to be Canada's largest fully operational model railway. More than 300 people have participated over the years, devoting thousands of hours to building life-like models across an eye-popping, detail-laden, 1,493-metre masterpiece. And it's about to be destroyed.

The reason for the imminent dismantling is not without irony: the make-believe trains are about to be forced away by a real train company, dealing with real-life issues like rising property costs.

Canadian National owns the 9,000-square-foot warehouse space and wants to lease it out at a higher rent, starting next year. It warned the model-train association five years ago that its time was up. As a result, opportunities for members of the general public to see the project are about to run out. Twice a year, visitors have been allowed in to see the display as it's grown with time. One final open house is expected to be held this October, at which point the last train will pull into the station.

"When people come here, it's like a wonderland," said Pierre Lalanne, president of the Montreal Railroad Modellers Ass. "This is the largest fully operational layout in Canada, one of the few I'd say, even in North America, that's fully operational."

The periodic rumbling of real trains can be heard just above the model railway, which is a scaled-down representation of 4,400 kilometres of track across several Canadian sites. Some of the numbers are staggering. The project includes: 6,000 square feet of space, six train yards, 527 switches, 18 bridges, 17 tunnels, 12 major industrial areas and 68 medium-sized industries represented. It takes up to 40 minutes for a train to loop through the entire track. And the builders didn't skimp on the details: there are tiny people in the tiny houses inhabiting the tiny towns. Along the way are odes to real-life Canadian towns, with depictions of places as diverse as Georgian Bay, Mont-Joli, Grande Prairie, Stoney Creek Ridge and Montreal's stately Windsor Station.

What can be salvaged, will be — some of the buildings, trees and bridges might be carried off elsewhere. But about 70 per cent of the layout — the mountains, the roadbed and the rest — will be have to be trashed.

"Three-quarters of the layout is made of plaster and you can't move plaster," Lalanne lamented. "Even if it was movable, we'd have to find a place exactly like here to be able to move the thing."

After 38 years, CN said it had little choice.

"CN had a long-standing relationship with them, it was a good relationship. But basically we had to re-evaluate the lease and come to a decision," said Julie Senecal, a spokeswoman for CN.

"It is a business decision."

The group hasn't been able to find a new home.

Many thanks to Trevor Norton for sending this article

Model Railway Group

Yes we are still up and running , come on down and see Thomas the Tank Engine, Hornby, Dublo, Marklin they are all up and running.

This years Easter Show at Arawa Race Course was great, congratulations to the Rotorua group. Our portable layout was the talk for many who saw it. I continue to receive invitations to take it to other shows around the Bay of Plenty and Waikato.

Being present at the show gave Rodney S the opportunity to share his vast knowledge of model trains and also tell people about the exciting happening at the park.

If you have a couple of hours spare we welcome your help to tidy the model room for the up and coming event days.



2011/12 Friends of the Trust

Don't Forget your

MEMBERSHIP

is now due, if you haven't

renewed it yet

- \$10 per member
- \$20 per Family
- \$30 per Corporate

**Rotorua Rail
Model Railway Group**

**Meet every
Thursday Evening
6.30pm to 8.30pm**

**Entry is by
Gold Coin Donation**





Rail Riders By Neil Oppatt



RailCruiser V3000hybrid

The first two production **V3000** hybrid **RailCruisers** arrived last week from Ikon Engineering Ltd, Auckland and so began a frenzy of activity in Rotorua as the clear PVC side covers and attachments were designed and fitted by Paul Yerex Upholsters. Next came the installation of the radio equipment and telemetry systems from CNML and finally the sign writing from Speedy Signs. All in time for Type Approval testing booked for the week of Monday 20th June 2011.



RailCruiser V3000hybrid - RC02 and RC03 with the Service Vehicle and RC01 a V2000 model RailCruiser

One feature above all else proved itself during the week of testing, the onboard heater.

Mamaku Railway Station at 1980ft above sea level can be a cold and foreboding place in winter. The combination of the roll down side covers and onboard forced air heating makes for a lovely cocoon of warmth as one travels along the rail.

The Testing Programme

We are starting to become old hands at testing the RailCruisers. Each test event starts well in advance of the day of testing. A programme of tests is determined and written up with the required contractors organised to be on site for the required days of testing.

A thorough identification of potential risks for the programme of testing is carried out and risk mitigations developed.

RailCruiser drawings and features are updated from the previous testing and combined with all of the above paperwork are sent to NZTA for approval.

On the day of testing all staff and contractors are first taken through a safety briefing where identified hazards are explained and then the Work Programme for the day is run through allocating specific tasks for each person present.

Now that we are working with a number of RailCruisers a Train Controller is appointed who is responsible for the movement of all RailCruisers. Each RailCruiser is under the control of a Rail Guide with safe following distances established and set back approvals strictly enforced.

The process is made easy with our own dedicated radio channel.



Neil undertaking the Work Programme briefing for the day



Clint from CNML Ltd making adjustments to the RailCruiser Tracking System with me looking on



What is a Safety Case?

In general a Safety Case enables the Land Transport NZ to determine if what we are doing is fit for the purpose and our operation is a safe operation and has emergency response procedures in place. It is our overriding document by which all our 3'6" rail operations are governed. It incorporates the Trusts requirements under the Railways Act 2005, Health and Safety Act, Health and Safety in Employment, all operational and non operational infrastructure and compliant and non compliant rolling stock, all operations and procedures, assessments and reporting. Yip no light weight document!!

We are then required to carry out our activities in compliance with our approved safety case and underlying safety system. We need to keep our safety system up to date, making amendments to reflect changes in our operations and to reflect continuous improvement initiatives as necessary. Where material change affects the safety case it too must be updated and then referred to Land Transport NZ for approval as a safety case variation.

Typical changes to the operation which would constitute a material change of scope and a change in risk profile requiring a safety case revision to be submitted for Land Transport NZ approval are as follows:

- changes to management team or to organisation structures resulting in significant changes to staff deployment and management/supervisory and/or inspection responsibilities
- new lines, extensions, altered layouts, and abandoned lines
- changes to line operating speeds over all or part of the operation
- any changes to operating procedures or methods requiring significant addition and/or amendment of operating codes
- changes to signalling or train protection rules over part or all of the operation (including any arrangements for work site protection)
- newly proposed motive power changes over full or part routes – steam to diesel, diesel to electric, etc (not changes under existing operating procedures)
- changes to inspection procedures – track inspection frequencies, bridge examination procedures and frequencies, structure inspections, traction overhead inspection, etc
- changes to signalling equipment and rail service vehicle examination and maintenance frequencies, etc
- alterations to structure gauge and loading gauge standards



- alterations to track standards with respect to material specifications, geometric shape, tolerances and installation procedures, etc
- alterations to bridge and structure standards with respect to loadings, material specifications, and clearances
- introduction of new locomotives, electric and diesel units (including second-hand) with respect to axle loadings, braking and coupling systems and requiring additions and/or changes to existing standards and/or operating procedures
- introduction of new, substantially changed rolling stock (including second-hand) with respect to width, length, height, loading capacity, axle loading etc and requiring additions and/or changes to existing mechanical and operating standards and/or operating procedures
- introduction of new (or second-hand) on-track equipment, not classified as locomotives or rolling stock and requiring any additions and/or changes to standards or operating procedures
- changes to inter-operability and interface agreements with other parties – for running rights access.

The above list is not exhaustive but indicates a broad range of possible causes of significant change to the risk profile (better or worse) of an organisation's activities, which would warrant notification to Land Transport NZ. In terms of the safety case, these will require at least an update to the risk management detail provided. Land Transport NZ is not required to approve the detailed underlying safety system documentation, but it needs to be kept informed of what applies for safety assessment purposes.

As you can see this is an incredibly important document and we need to apportion the appropriate level of responsibility to the writing and maintenance of this document.

Heritage Operators

New Zealand has around 60 heritage rail operators that run steam or older diesel engines, or display historic trains and carriages. They are often non-profit or charitable organisations. Some operators have privately owned tracks from 1km to over 5km. In our case 50km of track and in some cases heritage groups are allowed to use the national rail network.

A comprehensive list of rail heritage lines, museums and excursions can be found on the Federation of Rail Organisations of New Zealand website: www.fronz.org.nz



The Rotorua Tractor and Machinery Club

We are now based at the Rotorua Ngongotaha Rail Park and meet on the 1st Wednesday each month (except January) at the Clubrooms.

Our Objectives are the preservation, restoration and protection of vintage farm and other machinery and to organise and hold field events for the public to view this machinery at work. We also aim to support local events such as the A & P Show by providing displays. We also visit and host other clubs from around NZ who have similar interests.

Our annual field days are held featuring ploughing, discing, harrowing and fertilising ground for seed-sowing, using both traditional machines and horses to draw the machinery. There are also displays of hand shearing, hay making and vintage machinery. Other clubs, which are too small to have their own "live" day, are invited to take part and this allows displays of vintage cars and trucks and participation by one-make car clubs and craft groups. This not only keeps old skills alive but also allows the interested public to be aware of skills which are no longer required.

For further information you can either contact President Allan Surtees on 07 357 5349 or Secretary David Chatterton email: thegrange@xtra.co.nz

Funding Run Out

Over the last 16 months our Trust has under gone a major visible and not so visible transformation and tidy up. This has come about through the strategic decision to put a General Manager in place thanks for the initial seed funding from Neil and Jane Oppatt (Rail Riders) with First Sovereign Trust topping this up. Sadly funding for this position has abruptly run out.

The unsuccessful outcomes of several other funding applications is extremely disappointing, as the focus of the GM work is to complete and implement our Safety Case which will result in generating funding which will help to sustain the Trust and the GM position.

Implementing our Safety Case will mean we can operate motorised trolley rides and other rail operations which will attract more people to the Park and generate that desperately needed dollar to operate.

Where to from here? Without our Safety Case we cant operate or even move anything on our 3'6" rail, we need to find a minimum of \$15,000 which will take us through to December.

Imagine if all our 'Friends' met the CHALLENGE of donating just \$20 per month for 6 to 12 months, a do able option? Or if 15 people were able to donate \$500 to \$1000 or similar, all contributions would be recognised appropriately.

How can you help? Contact Raewyn Saville 07 332 2171 if you have any ideas or would like to contribute.

Community Max

Community Max is a provides a wage subsidy for six months for young people to help complete community-based projects.

Community Max projects could include projects such as renovating public buildings marae or public spaces, or improving access to local environment such as parks and reserves. It provides an opportunity for young people to build skills and work experience while contributing to the community.

Community Max subsidies are paid for up to six months, and are targeted to help prepare young people for further opportunities in the workforce.



COMMUNITY PLANTING DAY

At the Ngongotaha Rail Park,
10.00am to 1.30pm.



Help beautify our wetland by planting a tree or a flax which will also help to encourage more bird life.



Bring along your shovel, chose a plant and one of our volunteers from Canada or the USA will direct you to the planting area. You will even get to put a plaque up next to your plant and then enjoy a sausage afterwards.



Planting just one tree or plant doesn't seem like much but it can have a huge advantage for our environment.



For further information phone (07) 357 5484.



Editors Note.

If you have a group which needs a meeting place or a place to run an event or as a start finish for a road race or school fundraiser, please call Sharon on Ph 357 5484.

As a Charitable Trust our Job in the Community is to assist the Community to Succeed.



Project Updates

1. **Hudswell Clark** (Rodney Morrell) Cataloguing and shelving parts has started.
2. **Buick Jigger** (Rodney Sievers) Thanks to Esther & Murray Turner we have imported a carburettor from USA. Work has started on deck.
3. **Clubrooms Interior Refurbishment** (Raewyn Saville) Inside upstairs is now liveable, just needs a coat of paint as does the window frame. The BOP Map is up on the wall in the main room and looks great. Once painting is completed need to source new / 2nd hand carpet through out.
4. **Safety Case** (Sharon Fleet & Raewyn Saville) D2nd Draft has been returned from NZTA and has also been peer reviewed. NZTA comments are very encouraging. To complete need to finish Personnel, Vehicle compliance and a couple of minor changes. Then we will than have to ensure we measure up to it before we are assessed.
5. **16" Track Extension** (Rodney Sievers & Sharon Fleet) The survey & pegs are shortly to be completed. We still require a good amount of ballast and large pipes to take the line on and off the island.
6. **Sir Roy Restoration** (Jim Ross) Quotes are in for funding application, Raewyn is currently talking to a retire engineer who may be interested in taking on the task of re-built.
7. **Barclay 1130 Restoration** (Rodney Morrell) List of requirements for stage 1 has been submitted.
8. **Union Foundry** (Matt Whau and JK) Nothing happening at the moment waiting for rail jacks.
9. **Rail Corridor Beautification Project** (Sharon Fleet) See below
10. **Fowler** (Rodney Sievers) D Series motor has come back from Stan Haywoods workshop already to have a front engine mount built for the motor to go back in.
11. **Price E** (Jim Ross) Jim and Kevin Quick travelled to Thames to have a chat the guys up at A & E Price and assess where everything is. This is a huge project for which we a Conservation Plan was commissioned a few years ago. Since then the project has been parked. A & E Price has suggested that the restoration be broken down into stages.
12. **Rail Vehicle Shed** Desperately needed is a large building which is to be used as storage and restoration shed. Similar to the one being built by the Rimutaka Incline Railway Heritage Trust 40 mtrs long by 10 mtrs wide



Rail Corridor Beautification Project

The over all objective of this project is to help beautify areas along the Mamaku Ngongotaha rail corridor by eradicating, clearing and preparing the ground for native planting.

Since NZ Rail closed the line 10 years ago significant infestation of pest weeds have taken over the rail corridor. In July 2010 we were successful in gaining \$15,738.01 funding from Environment Bay of Plenty through their Environmental Enhancement Fund to assist with the weed control and replanting of the corridor. This funding has been tagged specifically for contractor and non labour resources such as herbicides, digger and truck work, health and safety, and a significant amount (\$8750) for Native Plants. This funding is administered by our Trust and has pre-release conditions which we must adhere to.

We have identified 4 key Project Areas:

- Area 1 – Rail Corridor North end of the Rail Park
- Area 2 - Rail Corridor Between Tauī and Beaumont Road
- Area 3 – Ngongotaha Stream between Ngongotaha Road bridge and Agrodome
- Area 4 – Mamaku Village Water tank hill and Train Station

To achieve our objectives the Trust require a labour force and it is proposed that we work in with Work and Income and make application to employ 6 people between the ages of 18 to 24 years and a supervisor through the Community Max programme.

As part of the project it is envisaged that the young people will build their skill level and work experience while contributing to the beautification of these 4 high profile areas in our community.

On Friday 17th we were informed that our application was successful, on Thursday 23rd June Sharon Fleet, Kevin Quick and Raewyn Saville carried out interviews resulting in 6 Environmental workers and one Environmental Supervisor have been employed and started Monday 27th June. Leaving only a couple of days for Sharon to put all the Employment paperwork together. It is amazing what can be done when the pressure is on!

We wish to welcome: Supervisor Willis Komene and Environmental Workers: Michael Wasson, Eden Hale, Nicole Guscott, Shaun Ashton, Scott Branch and Boy Moses to the team.



Area 1



Area 2



Rotorua Ngongotaha Rail Trust

Postal

P O Box 198,
Ngongotaha 3041

Park & Depot

12 Tauiri St, Ngongotaha

Editor: Sharon Fleet

Ph: 07 357 5484 or
027 289 8846

Email:
admin@rotoruarail.co.nz



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SHOP OPEN

Every Weekend and Public Holiday
10.00am to 4.00pm

Rotorua Rail Park

The Trust wish to acknowledge & Thank the following:

Andrew Young Earthmovers— (07) 349-2186
for sponsoring the bull dozer work around the wetlands area and back yard.

Lakeland Chainsaws and Mowers —(07) 348 8141
For sponsoring the sharpening of all our chainsaw chain.

Ikon Engineering Development Ltd —(07) 09 576 7162
For sponsoring the Motor Trolley Inspections to incorporate into our Safety Case.



Sponsors Thank You

It gives me pleasure to recognise and thank our contributing sponsors of the Trust. With their financial and in kind contributions we continue to bring benefits back to you and our community. We encourage you to support them as they support us.



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