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SOME IMPRESSIONS OF THE PRE-CONFERENCE TOUR

CONTRIBUTOR: Christopher Steele

I boarded the big InterIslander ferry "Arahura" in Wellington for the three hour crossing of Cook Strait to the port of Picton in the South Island. Here a connecting train "The Coastal Pacific" was ready to depart at 1.30pm for the 5 1/2 hour journey to Christchurch.

All New Zealand's main-line passenger trains have been privatised, the franchise having been granted by the government to the United States-based company Tranzrail. At this stage I was beginning to meet some of the other conference delegates en route, principally those to join the six-day pre-conference coach tour which was to embrace sightseeing across the Canterbury Plains - the flattest expanse of country in New Zealand supporting agriculture, sheep and cattle raising, the lofty snow-capped Southern Alps, passing the huge man-made lakes of the hydro-electricity commission, and spending the first night at spectacular Queenstown on glacial Lake Wakatipu which can have up to 70,000 people resident at the height of the tourist season. Here we stayed at a luxurious hotel. A veritable highlight of our stay in Queenstown was to dine one evening at the Skyline restaurant perched on a peak at the rear of the town with superb views over the lake and mountains both before and after sunset. I took the opportunity of going to the Kiwi and Birdlife Park in Queenstown to observe the kiwi - the New Zealand National Emblem - for the first time. It is about the same size as the domestic fowl, but being a nocturnal bird is rarely seen. The park has a special kiwi enclosure with dim illumination to make viewing possible.

On leaving Queenstown we rode the "Kingston Flyer" steam train for a few kilometres of its route from the Southern End of Lake Wakatipu. After being picked up by our coach we proceeded to the town of Te Anau, going by boat the same night glow worm caves across the lake. This is like looking at stars in the sky. The following day, in rare sunny conditions, we made a round trip to Milford Sound, voyaging on a cruiser past the mile high Mitre Peak to the open sea. Our final destination that day was Invercargill which was reached after dark for a 'one night stand' following a long drive.

The next morning we boarded Tranzrail's "The Southerner" express for the 219 km journey to Dunedin. Our coach, loaded with all the luggage etc out-paced the train to arrive before us! Peter Stevenson, the coach driver, had been specially chosen and briefed by the conference organisers to be amenable to our sundry unusual requests of what to see and do. He said he learnt a lot about his own country from the experience of hawking us foreigners round!

Our Dunedin stopover mainly consisted of a return excursion along the former Otago Central Railway as far as Pukerangi, 58 km distant. The 7 days a week tourist train is owned by the Dunedin Regional Council and operated by a Trust. It is Otago's principal tourist attraction, running on a line opened over 100 years ago through the rugged gorge of the Taieri River. There are over a dozen high viaducts and at least 10 tunnels along the way - truly a triumph of 19th century civil engineering. That night we dined in the ornate 1906-style Dunedin railway station, currently undergoing restoration. Indeed, this Scottish founded city is full of magnificent buildings of an earlier era, many constructed of granite.

The coach tour ended in Christchurch the next evening. This final day began with an inspection of the former Dunedin cable tram winding house at Mornington on the steep slope west of the city. This line was the last to close in the Southern Hemisphere, in 1957. Dunedin has a simple two lane motorway that enables easy egress towards Oamaru, and Timaru further north. We arrived at the latter city about lunch time to be hosted by the operators of the nearby 2km Pleasant Point Railway and Museum. Without question, I

thought this was the exemplar of how to run such an entity successfully - a fitting note before the commencement of the conference which had the theme "The Way Ahead".

SOUTH ISLAND TOUR ITINERARY:

Friday May 22	Arrive in Christchurch
Saturday May 23	To Mount Cook and Queenstown across the Canterbury Plains through Burkes Pass to Lakes Tekapo and Pukaki and on to Mount Cook for lunch. In the afternoon to Queenstown through the McKenzie Country, Lindis Pass, Central Otago and the Kawarau Gorge.
Sunday May 24	At Queenstown. Tour of Queenstown and historic Arrowtown, visiting vintage lake steamer TSS "Earnslaw". Afternoon free. Evening dinner at the Skyline restaurant accessible only by gondola.
Monday May 25	To Te Anau. After a free morning in Queenstown travel by coach along the beautiful shores of Lake Wakatipu to Kingston, home of the Kingston Flyer. Ride the Flyer to Fairlight, and then reboard the coach onwards to Te Anau. Optional evening visit to the Te Anau glow worm caves.
Tuesday May 26	Coach tour through the Fiordland National Park to Milford Sound through stunning scenery with high mountains and deep glacial valleys and the Homer Tunnel. Lunch cruise on Milford Sound, past Mitre Peak to the open sea. Upon return board coach for the trip to Invercargill passing through the rich rolling farmlands of Southland.
Wednesday May 27	Board the Southerner Train for the trip to Dunedin. After lunch board the Taieri Gorge excursion train for a trip through the rugged and difficult Taieri Gorge. Marvel at the skills of the 19th century engineers who struggled against the elements to build this line.
Thursday May 28	Drive north to Timaru and the Pleasant Point Railway and Museum where lunch and steam train rides can be enjoyed. After lunch cross the vast Canterbury Plains to Christchurch.

AN AUSSIE VIEW OF TRAVEL ON THE TRANZALPINE LINE

CONTRIBUTOR: Russell Hicks

For an Aussie who had never been to New Zealand, everything was new. The scenery was wonderful and the people friendly. It therefore seemed natural to take advantage of those two facts and arrange to be on what I hoped would be the steam trip of the year - the trip from Christchurch to Jacksons via Arthur's Pass and return behind a Ka.

Being Australian and coming from a place where flatness is almost overdone, the thought of a train ride with a steam engine on the sharp end climbing through snow topped mountains was irresistible.

And so on a cool crisp morning in Christchurch I, together with about 200 others, watched the normal TranzAlpine train pull out and head into the distance. Shortly after that departure a quite immaculate steam locomotive appeared - the first New Zealand engine I

had ever seen. Smaller than I expected, but showing signs of all the power that would be needed, it bore the name "Nigel Bruce".

This came as a surprise as the last time I had heard this person's name was when he played opposite Basil Rathbone in the Sherlock Holmes film "The Hound of the Baskervilles". I had not realised that he was a train buff - but then I was informed that this engine was named after another Nigel!

We piled into three very comfortable carriages with full height panoramic windows and in one case, sheepskin seat covers - this was New Zealand after all. I half expected complementary travel moccasins to be put out! "Nigel" steamed out purposefully and soon we were feeling like the occupants of a low flying magic carpet, which is the feeling you should get during any good quality train trip.

Across the Canterbury Plains we saw sheep, sheep and more sheep in what was a very English style landscape, although the occasional group of *Eucalyptus Globulus* did remind Australians on the train of home. This was confirmation of earlier sights we had seen whilst driving around - squashed possums and gum trees - signs of contact across the Tasman in days gone by.

Shortly after Rolleston, we started climbing in earnest with tunnels coming with increasing frequency. Views of stone covered river beds far below and mountain peaks above told us we were climbing, as did the steam and smoke from "Nigel". After a photo stop on the Broken River Bridge it was back to the sheepskins and packaged lunches. After sustained effort, "Nigel" was rewarded with a rest at Arthur's Pass whilst a diesel took us through the tunnel to Jacksons. It was here that the hitherto immaculate efficiency of the trip went into temporary decline.

To allow for the diesels to run around a 25 minute stop was necessary and, as the Jacksons pub was only a three minute walk away, it seemed a natural thing to adjourn to it. However around a hundred persons descending unannounced on what was a small country pub caused chaos - the publican had departed to the next town 5 minutes previously leaving the customers in charge of the bar! A courageous move I thought.

They were, as is the way of Saturday afternoon customers, fairly well tanked at this stage and to suddenly have to become bar staff in their condition called for a major effort of concentration. Service was slow and erratic, but the prices charged made up for the wait.

A good slug of whiskey for two dollars made the duty free prices at Fiji Airport seem like an extortion racket. Unusual interior decoration including Scottish claymores and Australian car number plates together with locally crafted salt and pepper shaker sets of erotic appearance completed a slightly bizarre picture of a New Zealand country pub.

Hooting from below the pub told us our train was ready to depart and with an unsteady gait the happy passengers returned to the train. Fortunately it was downhill. I don't know if any passengers were left behind, but I would not have been surprised.

A quick return was made to Arthur's Pass and a welcome BBQ with mustard covered sausages etc, to ward off the cold. And it was cold - the sun doesn't seem to reach the bottom of the pass for long. "Nigel" was there to take on the return journey that was memorable for a lot of good company and ribald good humour. The combination of food drink and comfort had an inevitable effect and I did sleep for a small amount of the return to Christchurch.

It was, truth to be told, one of the best trips by train I have ever undertaken. If it were ever run again I would say go - but make sure they stop at Jacksons. The customers give you a good run for your money.

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Council of Tramway Museums of Australasia Inc and National Federation of Rail Societies Inc (NZ)



CONFERENCE'98

THE WAY AHEAD

Christchurch - New Zealand May 29 - June 4



CONFERENCE PROGRAMME, CHRISTCHURCH 1998

Day & Date	Time	
Friday, 29 May	5.00pm	Meet, greet and registration at Camelot Hotel, Cathedral Square
	6.30pm	Move to Noahs Hotel, Oxford Terrace.
	6.45pm	Start of "THE WAY AHEAD" . Finger food. Drinks - own cost.
Saturday, 30 May	6.45am	BREAKFAST
	7.45am	Leave Hotels by tram.
	8.15am	Late Registrations available at Academy Theatre
	8.30am	OFFICIAL OPENING - Clive Peter. Academy Theatre, Arts Centre
	8.40am	<i>"Integrating the Volunteer and the Professional"</i> - Phil A'Vard
	9.00am	<i>"Recording/Preserving today for tomorrow"</i> - Alan Smith
	9.45am	MORNING TEA
	10.15am	Transfer by bus to Ferrymead
	10.45am	Official photo at Square Shelter, adjacent Trambarn.
	11.15am	Practical Workshops Trambarn/Trolleybus/Model Railway
		<i>"Steam Locomotive Driver Accreditation"</i> - Trevor Burling
	12 noon	Transfer by tram or train to Ferrymead Township
	12.15pm	MEALS ON WHEELS -Packed lunch available from Moorhouse Station, Ferrymead Township.
	1.15pm	Leave Trambarn by bus, for transfer to Arts Centre
	1.15pm	PARTNERS' Shopping Tour, departs Trambarn by bus.
	1.45pm	<i>"Adding Value to Your Product"</i> - Phil A'Vard
	2.30pm	<i>"Internet Help for the Voluntary Society"</i> - Warren Doubleday
		<i>"What to do until the Coroner Arrives - Accidents on Preserved Railways and Tramways."</i> - Phil A'Vard
	3.15pm	AFTERNOON TEA
	3.45pm	<i>"Computer Cataloguing Your Collection"</i> -Warren Doubleday
	4.30pm	<i>"ElecRail Train Preservation in Victoria"</i> Don Potts
		<i>"The Role of the Regulator in Rail Transport System Safety - The Standback Approach."</i> Terry Atkinson, LTSA (The NSW scene will be examined.)
	5.15pm	End of Sessions
	5.30pm	Transfer by Tram to Hotels
	6.30pm	Depart Windsor & Camelot Hotels by Tram for ride to CONFERENCE DINNER. Presentation of NFRS Awards Guest Speaker - Phil A'Vard
	10.00pm	Return to Hotels (by bus, if wet)

Sunday, 31 May	7.30am	BREAKFAST	
	8.30am	Transfer by bus to Railway Station	
	9.15am	RAIL EXCURSION to Arthurs Pass and Jacksons	
	6.10pm	Return to Christchurch and Hotels. Free Evening.	
Monday, 1 June	7.15am	BREAKFAST	
	8.00am	Leave Hotel by tram to Arts Centre	
	8.30am	<i>"History is More than Rolling Stock - Remember the Infra-structure"</i> - G Richardson & J Shanks	<i>"Heritage Fundraising in the Public Sector"</i> - Paul Mahoney (D.O.C)
	9.00am	PARTNERS' Tour to Hanmer departs from Hotels by Minibus.	
	9.15am	<i>"Christchurch Tramway - Three and a half years on."</i> ChCh City Council, HTT and Christchurch Tramway Ltd.	N.F.R.S. A.G.M.
	10.00am	MORNING TEA	
	10.30am	<i>"Museum Trams on Commercial Tramways"</i> - Panel Discussion	N.F.R.S. A.G.M. (continued)
	11.15am	<i>"Remember the Society in your Will"</i> D.Campbell	
		<i>"The Future of Tramway Topics"</i> - Panel Discussion	
	12 noon	LUNCH at Y.M.C.A., Hereford Street	
	12.45pm	<i>"How to Increase Revenue for Your Museum"</i> D Bell & J Moorhead	N.F.R.S. A.G.M. (continued)
	1.30pm	<i>"Acquiring Tram Parts from Calcutta"</i> - Lindsay Richardson	
		<i>"Model Tramway Clinic"</i> - Ian Robertson	
	2.15pm	<i>"Screening of the M & MTB Promotional Film - Citizen Tram"</i> - John Phillips	
	3.00pm	Depart for WEKA PASS by bus. (COTMA & remaining NFRS Delegates)	AFTERNOON TEA
	4.00pm	On Weka Pass Railway	Airport Transfers
	6.15pm	Transfer by bus to WOODEND HOTEL	
7.00pm	DINNER AT GATEWAY RESTAURANT, Woodend Hotel		
9.00pm approx.	Depart by bus for Windsor & Camelot Hotels.		

COTMA AND REMAINING NFRS DELEGATES

Tuesday, 2 June	7.45am	Breakfast
	8.45am	Transfer to Arts Centre by tram.
	9.00am	<i>PARTNERS' Tour to Akaroa departs Hotels by Minibus</i>
	9.15am	Annual General Meeting/Conference General Meeting -Arts Centre.
	10.45am	MORNING TEA
	11.15am	CGM continued and "Come Clean!" session.
	12.45pm	Transfer to Canterbury Vintage Brewery by bus or walk.
	1.00pm	LUNCH and free time at Canterbury Vintage Brewery.
	3.00pm	Return to Arts Centre by bus or walk.
	3.15pm	Museum Reports (Time limit 15 minutes) Arts Centre.
	4.00pm	AFTERNOON TEA
	4.30pm	Museum Reports continued.
	7.45pm	EVENING MEAL for Delegates & Partners at YMCA, Hereford St.
	8.30pm	Museum Reports continued Arts Centre.
	10.30pm	Transfer to Hotels by bus or walk.
Wednesday, 3 June	7.30am	BREAKFAST
	8.15am	Transfer to City Trambarn (Windsor by tram, Camelot walk)
	9.00am	Transfer to Ferrymead by bus
	12.30pm	BOXED LUNCH at Ferrymead Cooperage (licensed)
	1.15pm	Transfer to Lyttelton by bus for Steam Tug Cruise.
	1.45pm	Cruise on Lyttelton Harbour.
	3.30pm	Transfer to City by bus via old Sumner tram route
	5.30pm	Transfer to Papanui Station Restaurant by bus.
	6.30pm	EVENING MEAL Papanui Station Restaurant.
	8.30pm	New Zealand Tram Slide Show Papanui Station Restaurant.
Thursday, 4 June	10.30pm	Transfer to Hotels by bus and end of Conference.
	8.00am	BREAKFAST for those remaining in Hotels

NOTE: In the context of this programme, ***PARTNER*** refers to those who are attending the Conference with a delegate and have paid a full ***PARTNERS'*** registration fee.

Council of Tramway Museums of Australasia Inc and National Federation of Rail Societies Inc (NZ)

CONFERENCE'98

THE WAY AHEAD

Christchurch - New Zealand May 29 - June 4

PORTFOLIO ALLOCATIONS

FOR COTMA/NFRS CONFERENCE 1998

Conference Convenor	Bruce Dale
Conference Accommodation & Manager	Ian Rivers
Programme	Bill Cox, Clark Simmons
Equipment	Colin Dash, Graeme Clephane Alan Robb
Transport: Bus	Tony van Poppel, Frank Doherty Douglas Johns
Transport City Tram	Sean Rooney, Martin Mongan
Souvenirs:	Bill Cox
Conference Proceedings:	Douglas Johns
Tram Slide Evening:	John Shanks
Rail Excursion:	Alan Campbell & Mainline Steam
Canterbury Railway Liaison:	Bruce Shalders
News Release/Publicity:	Douglas Johns
Display Space:	Bill Cox
L.G.B. Equipment for Tables	Bill Pierson, Graeme Clephane
Sponsorship/Advertising:	Dave Hinman, Bruce Dale
On-Train Raffle:	Mike Kerr
Trolley Bus System:	Dave Hinman

Participating Delegates COTMA/NFRS

Nicholas Allen	THS	Waikuku
Chris Andrews	AETM	Glenalta
Phillip Archer	LMTS	Launceston
Rod Atkins	TMSV	Melbourne
Terry Atkinson	Rail Safety	Wellington
Phil A'Vard	Puffing Billy	Menzies Creek
Dennis Bell	Bendigo Trust	Bendigo
Bryan Blanchard	PPRHS	Timaru
Graeme Breydon	Puffing Billy	Highett
Allan Campbell	Mainline Steam	Rangiora
Don Campbell	SPER	Carramar
Brendon Carter	THS	Blackburn
Janet Carter	THS	Blackburn
Darrell Chadwick	Bowral	Bowral
Howard Clark	STM	Croydon
Graeme Glover	Steam Inc	Wellington
Gerard Cooper	THS	Redwood
Graham Cornish	Puffing Billy	Box Hill
Bill Cox	THS	Blenheim
Grant Craig	OETT	Wellington
David Critchley	STM	Kirrawee
Bruce Dale	THS	Christchurch
Larry Day	THS	Christchurch
Carolyn Dean	BTM	Ringwood East
Trevor Dennhardt	PETS	Mt Lawley
Paul Dillicar	GVR	Onehunga
Warren Doubleday	BTM	Flemington
Francis Edwards	PETS	Embleton
Carol Edwards*	PETS	Embleton
Bruce Gamble	MOTAT	Epsom
Richard Gilbert	COTMA	Mordialloc
Robert Graham	WTS	Auckland
Martin Grant	PETS	Beechboro
Ron Hann	BTM	Christchurch
Paul Heighton	GVR	Auckland
Jan Hicks		Bayswater
Russell Hicks		Bayswater
David Hinman	THS	Christchurch
Nigel Hogg	OBR	Christchurch
Peter Hyde	BT	Mt Glorious
Colin Jenner	BTC	Huntly
Jan Jenner	BTC	Huntly
Dale Jonker	OBR	Dunedin
Geoff Joyce	GCVR	Gisborne
Niki Joyce*	GCVR	Gisborne
Peter Kahn	STM	Killara
Stuart Keenan	STM	Revesby
Michael Kerr	THS	Fairlie
Keith Kings	TMSV/VBT	Burwood
Bill Kingsley	COTMA	East Burwood
Alastair Kissel	OBR	Dunedin
Steve Lea	CTW	Christchurch
Peter Letheby	AETM	Royston Park
Peter McCallum	GVR	Dunedin

Delia McGavin*	WTM	Wellington
Keith McGavin	WTN	Wellington
Euan McQueen	RHT	Wellington
Duncan McVicar	PETS	Mundaring
Lilian McVicar*	PETS	Mundaring
Paul Mahoney	DOC	Wellington
Robert Merchant	STM	Sydney
Wayne Mills	GTR	Nelson
Martin Mongan	CTW	Christchurch
Jill Moorhead	BT	Bendigo
Bob Murray	GTR	Marybank
Dennis O'Hoy	BT	Bendigo
Barry Ollerenshaw	WTM	Miramar
Kevin O'Neill	GFR	Hamilton
Donald Parkes	STM	Sydney
Bob Pearce	PETS	Karawara
Jack Pennack	AETM	St Kilda
Bryce Pender	WTM	Wellington
Clive Peter	CTL	Christchurch
John Phillips	BTM	Ringwood East
Julie Pointon	GVR	Whangaparoa
Ted Pointon	GVR	Whangaparoa
Don Potts	Elec Rail	Heathmont
John Radcliffe	AETM	Unley Park
John Rayner	GVR	Waiuku
Graeme Richardson	THS	Christchurch
Lindsay Richardson	COTMA	Ardross
Robin Richardson*	PETS	Ardross
Alan Robb	THS	Christchurch
Elayne Robertson	Model Tramway	New Plymouth
Ian Robertson	Model Tramway	New Plymouth
Andrew Robinson	OBR	Dunedin
Arthur Rockliff	TGR	Dunedin
Janette Rosenthal*	TM	Killara
Jan Rowan	WPR	Christchurch
Philip Rowan	WPR	Christchurch
Murray Sanders	THS	Christchurch
John Shaw	PETS	Freemantle
John Shanks	THS	Christchurch
Clark Simmonds	GVR	Upper Hutt
Alan Smith	WTM	Lower Hutt
Christopher Steele	AETM	Wattle Park
Ken Stockdale	STM	Baulkham Hills
Peter Stock	STRPS	Monterey
Keith Stodden	TMSV	Elsternwick
Glen Summers	NZRLS	Wellington
Anna Taylor	THS	Christchurch
Max Taylor	THS	Christchurch
Paul Thomas		Reefton
Clive Thompson		Whitby
Barbara Tibbles	Shantytown	Greymouth
Ian Tibbles	Shantytown	Greymouth
Craig Tooke	Haddon	Fawkner
David Verrier	TTMS	Berriedale
Philip Walden	GVR	Auckland
Stella Webber*	RCC	Rockhampton
Jim Webber	RCC	Rockhampton

Graham Weir	WTM	Johnsonville
Ron White	AETM	Plympton
James Whyte	WPR	Christchurch
Tony Whyte	WPR	Waipara
Andrew Wilson	West Coast Railway	Inangahua
Kevin Wing	GVR	Waiuku
Russell Wiseman	Fielding	Feilding
Les Withington	TTMS	Rose Bay
Bruce Worthington	STM	Wollstonecraft
Keith Wright	WTS	Auckland



Please reply to:
5 Central Terrace
Kelburn
Wellington 5

Annual Report for the Year Ended 31 March 1998

Membership:

During the year the Federation admitted 3 new members to bring total membership to 49:

- Craven Crane Preservation Group
- Ormondville Rail Preservation Group
- The Tawhiti Bush Railway

Executive:

The Executive remains as elected at the 1997 Annual General Meeting. Business has been dealt with by mail, telephone and, with all members of the Executive now connected to email, by email. A meeting of the Executive was held in July 1997 when all were in Wellington for a meeting of the Mainline Operators with Tranz Rail

Convenors:

The Convenors also remained as elected in 1997 and reported to the Executive as necessary on their activities.

Financial:

Again the Treasurer reports a healthy financial position and the Treasurer's Report contains all the relevant details.

Newsletters:

The Federation Journal remains the principal means of informing the membership of issues affecting them and the work of the Executive and Convenors. A total of 5 issues were published at regular intervals during the year.

Safety Regime Matters:

The year has been remarkably quiet in respect to the new safety regime. Generally speaking rail operators have settled into the new environment remarkably well. We are aware that the Land Transport Safety Authority limited the operations of one operator following some concerns with their audit report but the deficiencies were quickly rectified and the restrictions lifted. Another operator has also been audited under the provisions of the Land Transport Act and we are unaware of any problems arising from this audit.

Tranz Rail Interoperability:

Unlike previous years where we have consistently reported virtually no progress on interoperability issues during the year this year has been seen almost continuous activity.

The root of this activity goes back to October 1996 when a Steam Inc train lost a gangway between one of its carriages and a carriage supplied by Tranz Rail. Although no one was injured, the incident was investigated by the Transport Accident Investigation Commission. As reported in last year's Annual Report, this investigation raised questions about the interoperability arrangements between Tranz Rail and Federation members. As a result, Tranz Rail banned mixed consists the Land Transport Safety Authority conditionally approved the Transport Services Licences of the mainline operators. The condition of the Licence was to require an acceptable interoperability agreement before any further operations on Tranz Rail's tracks.

This led to some frantic activity for two weeks in early June 1997 to draw up an interim agreement acceptable to the Federation, the operators, the LTSA and Tranz Rail to enable Mainline Steam Trust to operate a trip in the second half of June. This was achieved however, after taking legal advice, Tranz Rail senior management refused to sign the agreement. However, as a sign of good faith, Tranz Rail agreed to take full responsibility and operate the Mainline Steam Trust trip and all subsequent trips under its own licence pending a full review of the commercial and operating arrangements.

Early in 1997 Tranz Rail had appointed Mr John Moriarty to the position of Group General Manager Passenger. Formerly from Telecom, John Moriarty brought a fresh commercial orientation to the Passenger Group and he had concerns about the nature of the commercial arrangements between Tranz Rail and our members. The Executive and the key mainline operators met with John Moriarty and his staff in July and Tranz Rail's concerns and initial thoughts were outlined to us.

Tranz Rail agreed to honour all trips they had quoted for until the review was completed. In December 1997 we were advised of the new pricing arrangements and also that, in the normal course of events, wooden panelled open platform carriages would not be allowed on Tranz Rail's tracks. The pricing arrangements changed from a unit cost basis to a wholesale ticket price approach. The new pricing arrangements failed to recognise that fact that our operator members were effectively paying twice for the use of their assets and after an exchange of correspondence including a letter to the Chairman of Tranz Rail, Mr Ed Burkhart, Tranz Rail accepted this flaw and undertook to adjust its pricing accordingly. At the end of the financial year we were still waiting for an acceptable outcome to this issue.

In respect to the wooden panelled open platform carriages, due to limited resources, the Federation nor the carriage owning groups are able to afford appropriate engineering advice to counter Tranz Rail's decision. However, we protested the sudden imposition of the decision and after further correspondence (including the above mention letter to the Chairman) and discussion the apparent ban has been relaxed to a restriction on the routes these carriages may be operated. We have agreed to work with Tranz Rail to develop a list of routes and conditions under which these carriages can be operated.

There is considerable work still to be done in respect to interoperability arrangements with Tranz Rail and the 1998/99 year will be heavily dominated with activities in this area.

Legislative Matters:

There has been limited activity in the legislative area over the past year. However, we have monitored developments in respect to carbon emissions. At this stage the Government's preference is for a system of tradable carbon credits which would be applied universally with no exceptions. However, NZ's response will be driven largely by agreements in the international arena.

We can expect in the next year or two a full review of all land transport legislation with the aim of combining a number of Acts into a single Act. While it is unlikely to significantly change the current general safety framework this will involve considerable work by the Federation.

Training and Qualifications:

The unit standard for operation of steam driven vehicles and the Code of Practice which supports the Unit Standard were completed during the year and distributed to members with steam locomotives. Towards the end of the year the Ministry of Transport initiated work on the framework for the appointment of assessors who will determine when trainees have attained the required level of competency and this should be published soon.

The Federation expects to have a significant role in the steam qualifications process which will require a review of our role and the way we are organised. In addition, we expect that there will be no specific legislation requiring steam drivers to be qualified although the safety systems of operators will need to cover the training and qualifications required.

Industry Marketing Initiatives:

Publicity Book

This is being developed in conjunction with the New Zealand Railway & Locomotive Society for publication in the coming year.

National Publications

Various national publications have been approached proposing they include articles on Rail Museums in NZ with little successful response so far.

Internet Site

During the year the Federations internet site was established to provide an advertising and information presence on the internet for the Federation and member groups, in particular those without the resources to establish their own. Information is still being added and the site will be further developed this year.

Thanks:

Thanks go to the New Zealand Railway and Locomotive Society for their efforts in hosting a very enjoyable and well organised conference in Wellington over Queens Birthday Weekend 1997.

The Future of the Federation:

The Federation is being recognised more and more by Government Departments and Agencies and Tranz Rail as the representative and voice of our industry. Accordingly, we do not expect the workload to decrease, in fact it is likely to increase and having set high standards in our analysis and submissions we cannot afford to let our standards drop. This is going to place additional pressures on the Executive in coming years and with the pressures they face in their daily work and personal lives, it is likely that the Federation will have to go professional sooner rather than later. This will require members to consider what they want from the Federation, whether they are prepared to pay for it and how it will be paid for. These decisions are unavoidable and stem from the success of the Federation over the years.

The alternative is to downgrade the role of the Federation. The choice is for the membership to make.

I.L. Stewart
for the Executive

21 May 1998

REPORT OF THE TRAMWAYS CONVENOR

Firstly it is a pleasure to welcome all of you to Christchurch where two of our tramway member groups are domiciled and both of which by now you will have experienced in operation.

I hope that the experience of again meeting with the Australian tramway groups as well as our New Zealand tramway members has been of mutual benefit. We first did this informally in Auckland in 1984 when by chance both the COTMA and NFRS conferences were being held in Auckland, and then in 1990 in Wellington the first of the combined conferences was held. Some feedback on the wisdom of continuing to hold combined conferences when COTMA comes to New Zealand would be very helpful (the same question will be asked at the COTMA AGM). Just as a reminder, COTMA conferences are held every two years and every third conference is offered to New Zealand.

As all tramway members of the Federation are present at the Conference I do not intend to list the main achievements of each over the past year - you should have heard from each of them by now, and if not please ask !

All seem to be coping well with the now established safety regime, and it has been interesting to note that our Australian colleagues are only now starting to move into this area.

In the light rail field I note that the question of future rail options for Auckland remains to be resolved, and similarly for Wellington. I understand that Christchurch has recently commissioned a report on future light rail options and the outcome of this will be interesting to observe. There continues to be suggestions in Dunedin about the reinstating of one of their famous cable car lines, a debate fuelled by the recent guest appearance of the Tramway Historical Society Roslyn Cable Car as part of the Otago 150th celebrations. Meanwhile across the Tasman it is actually happening, with the Sydney system (first stage) in operation, and Brisbane getting under way, and investigations proceeding for tourist/heritage lines in Hobart and Canberra.

I look forward to another successful year ahead in the tramway area and leave you with the passing thought - the year 2000 rapidly approaches and are the tramway groups on the bandwagon yet for special events etc, noting the possibility of external funding targeted for that year.

D D Hinman
Tramway Convenor

REPORT OF THE TRAINING AND QUALIFICATIONS CONVENOR

INTRODUCTION

The past four years or so have been super active for this role, considering the question of what to put in place when the old Boilers Lifts and Cranes Act is repealed.

Reasonable progress was made fairly early on with the obtaining of an acknowledgment from the authorities that the vintage steam operators were entitled to special consideration when new rules and standards were put in place. The first attempts at accommodating our needs were looking like we would have been lumped in with the industrial energy enterprises, which was totally unsatisfactory.

As time passed, and with a bit of lobbying, it was recognised by the authorities that special case treatment was appropriate, and progress was positive from there on.

It was important from our point of view to accept that change was not only going to happen, but was also necessary, and once the key and knowledgeable people within the Federation got onto the case, much progress was made toward what we have today.

My task over the recent past has been to co-ordinate the views of members of the production of the unit standards.

The many resourceful people in the museums willingly gave of their time and knowledge to achieve an outcome that would be acceptable to the members.

DEVELOPMENT

Unit Standards

Firstly the Unit Standards had to be written and now that they are completed the next phase of development is the formalising of the driver training programmes that exist and to establish a competency assessment process so that museums can move forward with driver and driver assistant training. We were always conscious of the need to keep it simple and many hours were spent discussing the details with Government Officials, NZQA, and the Unit Standards writer in an effort to create a training and assessment programme that was realistic and workable in a heritage tramway and railway environment. I am confident that this has now been achieved.

Code of Practice (CoP)

Once the working draft of the CoP was completed it was then appropriate to progress with the Assessment Guides for the measurement of the competencies of a candidate against the Unit Standards Performance Criteria. Translated this means that someone will turn up at your site and decide whether your trainee is capable of driving a locomotive.

The Dairy Industry Training Organisation (DITO) will now be able to set up an assessor programme that will allow the steam groups within the Federation to operate without the need for trainees to travel to the likes of Manukau Polytechnic for a course which would be totally out of the question.

MUSEUM SITE-CANDIDATE ASSESSMENT

At present DITO is in the process of registering the National Certificate in the (Operation and Maintenance of Steam Driven Vehicles).

This will put in place a system to replace the traditional means of certification with which you are probably familiar.

Those people who are at present working through the qualification under the old system will not need to abandon their present course of study because the new qualification will accommodate that experience and knowledge, as will the qualifications of those who have completed the (Land Engine Drivers Certificate). It must be clearly understood that those who have qualified under any previous examination do not need to requalify under the new system.

SHOW**ASSESSMENT GUIDES****OHP FOIL**

A series of assessment guides have been prepared for the use of the assessors in the following fields

ASSESSMENT GUIDES

Inspect and report the condition of a steam driven vehicle. Practical.

Unit number 11155

Demonstrate knowledge of the maintenance and repair of steam driven vehicles. Theory and Practical Assessment.

Unit number 11156

Operate a steam driven vehicle

Unit number 11154

Manoeuvre a steam driven rail vehicle

Unit number 11158

These assessments are the means by which a trainee (candidate) will acquire their qualification to drive a steam powered vehicle on a tramway or railway.

Once all of the required procedures are in place, and the DITO and the Federation have appointed the assessors, we will move to the point of collecting together the names of people who are working through the present system and those who wish to begin at some time in the future.

An administrative procedure will need to be worked out with the DITO so that we can start the new system as soon as the green light comes up.

The next year or so will be critical to the operation of this new set up, as we will now see how our new creation will perform. Fortunately with this system there is an opportunity for review and adjustment as we gain more experience in the system.

It won't be until the first few have progressed through the assessment procedures that we will be able to confirm that

- A). the training is adequate, and
- B). the assessment procedure is appropriate.

SHOW**The Process of (Workplace) Rail Operator Site Assessment OHP FOIL**

Should anyone require further information please contact me at (04) 234-7199 or 025-246-7255 or t&mburling@xtra.co.nz

I apologise for not being present to present this report, but some important work related activities caused me to have to change my plans.

Trevor Burling

Qualifications and Training Convenor

ASSESSMENT GUIDES

A series of assessment guides have been prepared for the use of the assessors in the following fields.

- **Inspect and report the condition of a steam driven vehicle; Practical.**
- Unit number: 11155

- **Demonstrate knowledge of the maintenance and repair of steam driven vehicles; Theory and Practical Assessment.**
- Unit number: 11156

- **Operate a steam driven vehicle.**
- Unit number: 11154

- **Manoeuvre a steam driven rail vehicle.**
- Unit number: 11158

THE PROCESS OF (WORKPLACE) RAIL OPERATOR SITE ASSESSMENT





