

# rail safety update

NEWS AND UPDATES FOR THE RAIL  
INDUSTRY AND SAFETY ASSESSORS



NZ TRANSPORT AGENCY  
WAKA KOTAHI

June 2012

## Industrial siding incident – transition heads/automatic couplers

A significant incident occurred at an industrial siding last month. An employee was attempting to uncouple two wagons connected by a transition head (aka bull hook). When the transition head was uncoupled and the wagons separated, the transition head slipped down trapping the employee's finger under the handle. This caused a significant crush injury.

Initial investigations have revealed the employee had not been trained in the handling of automatic couplers and/or transitions heads. This equipment is becoming more commonly delivered to industrial sidings nationwide. It is important when this equipment is delivered to sidings that training is provided in the use of the equipment. Another issue that will need to be considered is what arrangements to put in place when towing/pushing these wagons with rubber tyred tractors.

If this equipment is being delivered to your industrial siding:

1. Contact your local KiwiRail Manager to arrange for training to be conducted for all staff that handle these transition heads/automatic couplers.
2. Consider if this has implications for hook and chain towing arrangements at your site and make appropriate arrangements to cover this to prevent damage to the equipment. Again contact your local KiwiRail Manager for advice on this.
3. Contact your NZTA Client Manager for advice if/when required.



# FRONZ

On the recent Queen's Birthday weekend, some NZTA Rail Systems team members attended the annual Federation of Rail Organisations of New Zealand (FRONZ) conference. The NZTA is a sponsor of the FRONZ conference and also had the opportunity to make a presentation during the conference. The conference is an ideal avenue for us to reinforce our key messages and for team members to meet with licence holders they might not otherwise communicate with regularly.

This year the event was held in Rotorua and, as usual, was well attended by the tourist and heritage sector of the rail industry, along with others such as KiwiRail being represented also. It was pleasing to see the positive attitude of the conference delegates and the willingness of all in attendance to share their knowledge for the betterment of the tourist and heritage rail movement in New Zealand.



For more information, visit the FRONZ website [www.fronz.org.nz](http://www.fronz.org.nz).

We look forward to continued engagement with all licence holders under the FRONZ banner for many years to come.

## FRONZ Awards

The following awards were presented at the Federation of Rail Organisations of New Zealand (FRONZ) Conference in Rotorua over Queens Birthday weekend. Congratulations to all award recipients.

### **KiwiRail Infrastructure Award**

#### **Tramway Historical Society**

For the construction of Tram Barn 3 at Ferrymead to store the trams put out of action by the Christchurch earthquakes.

### **NZ Rail Heritage Trust Presentation**

#### **Euan McQueen QSM**

For a lifetime contribution to railway heritage in New Zealand. Euan was also awarded a Queen's Service Medal in the Queens Birthday honours list.

### **Tairei Gorge Railway Passenger Vehicle Restoration Award**

#### **Weka Pass Railway**

For the restoration of A1731.

### **Shantytown Steam School Locomotive Restoration Award**

#### **Silverstream Railway**

For the restoration of Barclay Locomotive No. 531.

### **The Goods Wagon Award**

#### **Plains Railway (Ashburton)**

For the restoration of Water Service Wagon E852.

### **The Tramway Restoration Award**

#### **Tramway Heritage Trust**

For the restoration of Roslyn Car No.1.

### **KiwiRail Mechanical Diesel or Electric Locomotive Award**

#### **Canterbury Railway Society**

For the restoration of Shunt Locomotive TR22.

### **Weta Workshop Award for Creativity and Imagination**

#### **Neil and Jane Oppatt**

For the Rail Cruiser operation on the Rotorua Branch Line – Rail Riders Ltd.

### **Paul Heighton Excellence Trophy**

#### **Ian Welch**

Mainline Steam

### **AON Young Achiever Award**

#### **Ben Jeffcoat**

Glenbrook Vintage Railway

# Safety Performance Report

A summary of the safety initiatives that had been identified, proposed and implemented by the licence holders as reported in the Safety Performance Reports (SPRs), have been collated. References to individual organisations have been removed. The documents have been split into three (3) categories: Tourist and Heritage; Industrial; and Others. Applicable documents will be sent to all rail licence holders in early July 2012.

Some examples of what can be found in these documents are as follows:

EXAMPLE	SAFETY ISSUE IDENTIFIED	SAFETY INITIATIVE IN REPORTING PERIOD	SAFETY INITIATIVE PROPOSED
1	On going issue with the covering of wagons and working at height restrictions	New rail containers with wind covers in use	Replacement of the remainder of the old style rail containers
2	Riverbank receding toward line	Obtaining consents from council for riverbank reinforcement	
3	Pit in shed difficult to make safe		Pit barriers with bars to be fitted
4		Regular safety notices issued to operating staff	
5			Streamline external training and certification process

Example 1 above shows a link between a safety issue that was identified, the initiative taken for that issue in the reporting period and what is proposed for the future. Examples 2 and 3 shows a link between a safety issue that was identified and what initiative was either taken or proposed for that particular safety issue. Examples 4 and 5 show safety initiatives identified proactively by licence holders for action in order to prevent potential safety issues even arising.

## Latest rail licence holder: Forgotten World Adventures Ltd.



Forgotten World Adventures – Rail Cart

Forgotten World Adventures Ltd (FWAL), headed by Ian Balme, have been granted a licence effective from Saturday 19 May 2012 to take over as the access provider and rail operator of the Stratford to Okahukura Line (SOL). The line had been mothballed by KiwiRail after a derailment damaged the line on 2 November 2009.

FWAL has limited operations to testing, commissioning and assessment of asset condition and maintenance only. FWAL's target is to commence passenger operations in October 2012 provided they meet requirements agreed with the NZTA.

## Rail Safety Regulator's Panel

Merv Harvey is the NZTA representative member of the Rail Safety Regulators Panel convened jointly between the States and Territories of Australia and New Zealand. The panel allows for the sharing of ideas and learning from others' experiences in the regulatory sector much as the industry collaborates through, for example, the Australasian Railway Association (ARA), the Association of Tourist and Heritage Railways Australia (ATHRA) and Federation of Rail Organisations of New Zealand (FRONZ).

The focus of the panel of late has been continuing business as usual while at the same time working with the project office that is establishing the new National

Rail Regulator, to be based in Adelaide, to commence at the beginning of 2013. Merv has had initial discussions with project office staff requesting that New Zealand be somehow included in a collaborative way once the National Regulator starts and the panel ceases.

The mining boom is driving many new rail projects in Australia with new lines being constructed in Queensland and Western Australia (WA). Rio Tinto of WA has tested driverless trains and intends to have them fully operational within 3 years. Commuter rail is also getting good investment with projects in Perth and the construction of the Gold Coast light rail system called GoldLinQ having commenced.

## Hazard alert - line spacing

An incident has occurred where a shunting employee was injured when standing between two rakes of wagons during a shunting movement. All rail operators should check spacing between roads and take action to prevent staff standing between occupied roads during shunting movements. Please call your NZTA Client Manager to discuss this if required.

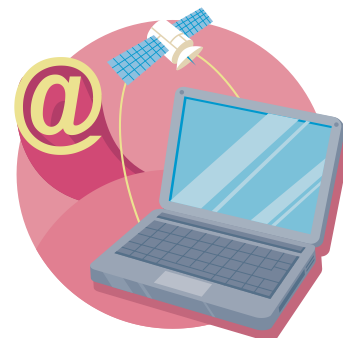
## The NZTA safety licensing and safety assessment guidelines update

After all the good feedback we received at the industry seminars held through August-September 2011 and February-March 2012, Merv is currently working with our publications team on the re-write of these. The aim is to make them more user friendly using web access in line with the suggestions made.

## Correspondence to the NZTA

These days, all correspondence is filed in an electronic storage system here at the NZTA, so sending your letters, files or reports electronically saves us a bit of time.

Please send all of your electronic correspondence to your client manager and please 'cc' our Acting Rail Systems Manager - [rob.gould@nzta.govt.nz](mailto:rob.gould@nzta.govt.nz). However, if electronic mail is not available for your organisation 'snail mail' will still be answered!



## Our contact details

For general enquiries or contact information about the NZTA please check our website [www.nzta.govt.nz](http://www.nzta.govt.nz) or email us at [info@nzta.govt.nz](mailto:info@nzta.govt.nz)

NZ Transport Agency  
50 Victoria Street  
Private Bag 6995  
Wellington 6141

NZTA reception is located on level 2  
The Rail Systems team is located on level 3  
phone: (04) 894 5400 (option 4 - National Office)

### Rail Safety Notification Hotline

(24 hours 7 days a week)  
Phone (04) 499 1858

Rail enquiries: email us at [railregulation@nzta.govt.nz](mailto:railregulation@nzta.govt.nz)

### The Rail Systems team

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