



JOURNAL

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FRONZ CONFERENCE 2017

Planning is well advanced now for the 2017 FRONZ Conference in Dunedin from Friday 2 to Monday 5 June.

Scenic Hotel Southern Cross is our venue for the conference and accommodation. The hotel has offered a very good room rate which includes breakfast for FRONZ delegates. The hotel is about 600metres walk from the Dunedin Railway Station. The Dunedin Casino is also located at the hotel.

Our host group this year is the Otago Excursion Train Trust and we have arranged a couple of trips on Dunedin Railways. On Friday 2 June delegates and guests will be able to travel on the daily Taieri Gorge Limited train to Pukerangi and return. The train leaves the Dunedin Railway Station at 1230, returning 1630. We have arranged a very special fare for this trip for FRONZ delegates and partners. The trip will be FREE OF CHARGE. So make you make your travel bookings to Dunedin in order to take advantage of this great offer.

On Monday 5 June we will also be guests of Dunedin Railways as they are running a day trip from Dunedin to Oamaru and return on the Silver Fern railcar. Once again we have a great fare deal on this trip of only \$50 per person. The trip will leave Dunedin at 0930, returning at 1730. We will have a chance to visit and ride on the Oamaru Steam and Rail train during our two hour stopover there. Overnight accommodation in Dunedin is recommended following this excursion. For anyone not familiar with the spectacular line north of Dunedin this is a great chance to take an extra day and experience it.

Saturday is our main business day when we will have a number of interesting and important presentations. The usual participation from NZTA Rail Section which affords the opportunity for a good update on the work of our regulator and builds our relationship. We are hoping for a rural fire speaker and also some other varied subjects will be looked at.

On Sunday afternoon we will be transported by heritage bus for a look around the Dunedin Gasworks Museum, followed by a visit to the Ocean Beach Railway, and then we will end the afternoon with a visit to Toitu Otago Settler's Museum which has a varied transport display.

The FRONZ Annual Awards Dinner will be held on Sunday evening at the Scenic Hotel Southern Cross.

Bookings for both Conference and hotel accommodation will be available on our web site from 1 April 2017.

More detail on plans for the 2017 FRONZ conference will be published as they are confirmed.

**JOURNAL IS FOR ALL OF YOUR MEMBERS. PLEASE
FORWARD IT TO ALL ON YOUR E-MAIL LISTS**

ORMONDVILLE FIVE VIADUCTS FESTIVAL. SATURDAY 4 MARCH 2017

Keen Railfans Take Note! Here is an opportunity for a day out with a difference. The Ormondville Rail Preservation Group backed by the Tararua District Council and the Pahiatua Railcar Society are holding a big Street Festival in this historic early railway and timber milling town on 4th March commencing at 10.00am and continuing all day until around 4.00pm or later.

The main feature will be Standard Railcar RM31 which will be arriving at 10.15 and will then run a series of local trips alternatively North and then South which will provide an opportunity to experience travelling over no less than five large historic railway viaducts. Noted railway historian Paul Mahoney will be on board and providing commentary's about each one. The northbound trip will feature the Ormondville and Kopua Viaducts. Southbound you will cross the Makotuku, Mangatewainui and PiriPiri Viaducts. In all six separate trips are planned – three North and three South. These will operate continuously throughout the day except for a lunch break.

It is hoped to provide bus tours so that the keen photographers can have a chance to photograph the viaducts at ground level but some present a bit of a challenge for road access so bring your telescopic lens(!)

The Station precinct itself is one of the finest survivors of an early railway station and will be of particular interest to wander around and experience the well preserved facility.

The recently restored award winning goodshed will contain an interesting slide show while ORPS members and local residents will be on hand to provide answers to your questions.

Meanwhile there is plenty to do for the family with the Town's Main Street alongside the Station building being full of all the usual food craft and entertainment stalls. There will be a variety of music, vintage cars, a Kapa Haka group and it is hoped military vehicles along with the Railcar coming and going regularly. Rides on it will be available at affordable prices.

Plenty of parking will be provided and you can drive in by turning off SH2 at either Matamau or Norsewood. The railcar is already fully booked from Pahiatua to Ormondville and return but there will be plenty of seats available on the local trips.



Above RM31 passing Ormondville station (Photo: T Smiley)

Right: Ormondville Viaduct looking towards Napier. (Photo: Weston Langford)



NEW ZEALAND'S LAST RAIL-ROAD BRIDGE REPLACED

Work to replace New Zealand's last (*operating: Ed*) road and rail bridge has begun.

Transport Minister Simon Bridges turned the sod to mark the start of construction on the West Coast's new \$25.8 million Taramakau Bridge on Thursday.

The bridge, between Greymouth and Kumara Junction on State Highway 6, is part of the Government's Accelerated Regional Rooding Package announced in 2014.

"The new two-lane bridge will replace the existing one-lane Taramakau Bridge, a 130-year-old structure that is the last road and rail bridge on the state highway network," Bridges said.

"The existing bridge is on an important route in the West Coast and is used by more than 3500 vehicles a day, creating congestion issues with vehicles having to queue to get across."

The new bridge also included a 2.5 metre wide, off-road cycle and pedestrian facility that will link into an existing cycle track.

"The cycle links will play a part in the growing tourism opportunities developing in the West Coast, such as the Wilderness Trail," Mr Bridges says.

Rail traffic would remain on the existing bridge and a section of SH6 would be realigned and an overpass built to take road traffic over the rail line.



Work was expected to be complete by the end of 2018.

The combined road and rail bridge has been the site of 25 accidents in the 10 years to June 2015, including a fatality in 2012.

- Stuff

Left: Artist impression of the new Taramakau Bridge on the West Coast

BELMONT VIADUCT BLOWN UP

The towering Belmont railway viaduct, which bridged a deep gully at Pāpārangi, north-east of Johnsonville, had been built in 1885 by the Wellington and Manawatu Railway Company.

Unused since 1937, when the Tawa Flat deviation was opened, it was demolished 15 December 1951, by Territorial Force engineers.

The original wooden viaduct formed part of the WMR line between Wellington and Longburn, near Palmerston North, which was completed in Nov 1886. Standing 38 m high and 104 m long, this was the largest wooden trestle bridge in NZ and one of the largest in the world at the time. Its construction required 212,000 superficial feet of kauri timber.

In 1903 (in part because of concerns over the risk of fire) it was replaced by a steel viaduct, which was built around the wooden structure without requiring any closures of the line. In 1908, when the WMR was bought by the government, its line – including the Belmont viaduct – became part of the newly completed North Island Main Trunk Line.

By the 1920s, the steep, twisting line between Wellington and Johnsonville was unable to handle the demands of main trunk traffic. Work on the Tawa Flat deviation out of Wellington, which included two long tunnels passing under Cashmere, Newlands, Pāpārangi and Grenada, began in 1927; it was opened to freight traffic in 1935 and to passenger trains in June 1937. The old WMR line was then cut off at Johnsonville and became a suburban commuter line, operated from July 1938 by NZ's first electric multiple units.

The Belmont viaduct, now bypassed, was left to rust for 14 years. In Oct 1951, due to concerns about public safety, the decision was made to demolish the derelict structure. Territorial Force engineers were given the job as a training exercise. On 15 Dec, after standing for 66 years, the Belmont viaduct was destroyed by 44 kg of TNT. Today, its original concrete abutments are all that remains in the regenerating bush of Seton Nossiter Park.

<https://nzhistory.govt.nz/page/belmont-viaduct-blown>



KINGSTON FLYER ADVERTISED

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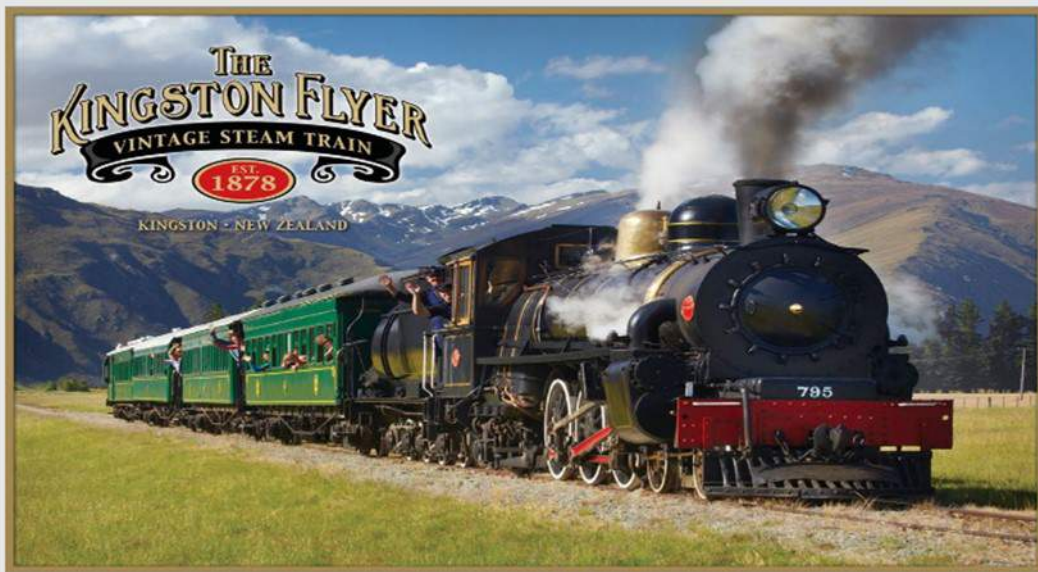
The Kingston Flyer is for sale in the Queenstown District, NZ

Details

Location

Video

Documents



Property Information

ICONIC VINTAGE TRAIN - THE KINGSTON FLYER - PLUS LAND & BUILDINGS FOR SALE, NEAR QUEENSTOWN, NEW ZEALAND

One of the world's most unique Train operations, rolling stock and associated land and buildings are for sale near Queenstown, Central Otago, New Zealand. The "Kingston Flyer" train operation and hospitality freehold land and buildings are situated in the townships of Kingston and Fairlight. The business is not currently operating as a "going concern" business and the Assets, Land and Buildings are offered as a "Freehold Investment."

The two locomotives, rolling stock, property titles including both land and buildings are for sale by a reluctant vendor due to ill health. Do not ask how many millions the replacement value of this package of locomotives, carriages, land, buildings, chattels, plant and machinery.

The total land is 79.793ha, the sale includes land titles (some with buildings including the Flyer Ticket Office, Cafe & Bar premises in Kingston and the Fairlight Railway Station in Fairlight) which comprises:

- Kingston Land Titles total 1.719ha
- The Railway Corridor in Kingston totals 4.546ha
- The Railway Corridor from Kingston to Fairlight totals 68.893ha
- The Fairlight Station area totals 4.635ha.

One title is situated between Kingston and Fairlight containing the railway corridor and one title in Fairlight houses the Fairlight Station and triangle three point turning equipment to turn the train around for it's return journey to Kingston.

The Fairlight title of 4.635ha lends itself to further development as it not only houses the Fairlight Station, it borders the river and subject to a resource consent, may be suitable for Tourist Accommodation.

The locomotives include an AB 778 (entered service in 1925) and AB 795 (entered service in 1927, seven passenger carriages of the same vintage / period and associated plant and machinery.

The hospitality business that operated when the train was operating, called the "Flyer Cafe & Bar" has chattels available at valuation - this business previously had both an "on-premise" and "off-premise" liquor licence and the Kingston Flyer Train had a "on-premise" licence on board the train.

The new owner would be required to apply to the New Zealand Transport Authority (NZTA) for approval as the new rail operator to receive a new Rail Licence and Safety Case for the Kingston Flyer operation.

NEWS FROM OUR MEMBERS

These items are obtained from numerous e-newsletters that our member groups publish. Members are welcome to submit these or any other information they would like to share with the wider rail and tramway heritage community by e-mailing to scottosmond@xtra.co.nz

MAINLINE STEAM

Mainline steam is proud to announce the first run of their new Ao fleet to Otaki on Sunday 29 of January.

This trip will be a test run and diesel hauled. Seats will be \$50 per person. This is the final step in the registration process.

The train will leave Plimmerton at 0835 and head toward Porirua. Then up to Otaki for a lunch stop and back to Plimmerton.



DUNEDIN RAILWAYS



This incredible (not credited) picture was published in the Dunedin Railways November newsletter.

In other news The Moeraki Christmas special was held on 12 November and the Silver Fern rail car was full. The passengers got to enjoy a great meal at Moeraki boulders café and bar and all went away very happy with the night.

The next rail tour has been launched and is beginning to have bookings - this one is a tour of the South and is based out of Christchurch. It will travel south with a stay in Dunedin and a trip up the Taieri Gorge and an optional day on the peninsula before departing for Invercargill and a trip across to Stewart Island.

The East Coast trip to Picton in May has of course been cancelled due to the Kaikoura earthquake.

DUNEDIN HERITAGE LIGHT RAIL TRUST AND HIGH STREET CABLE CAR SOCIETY INC.

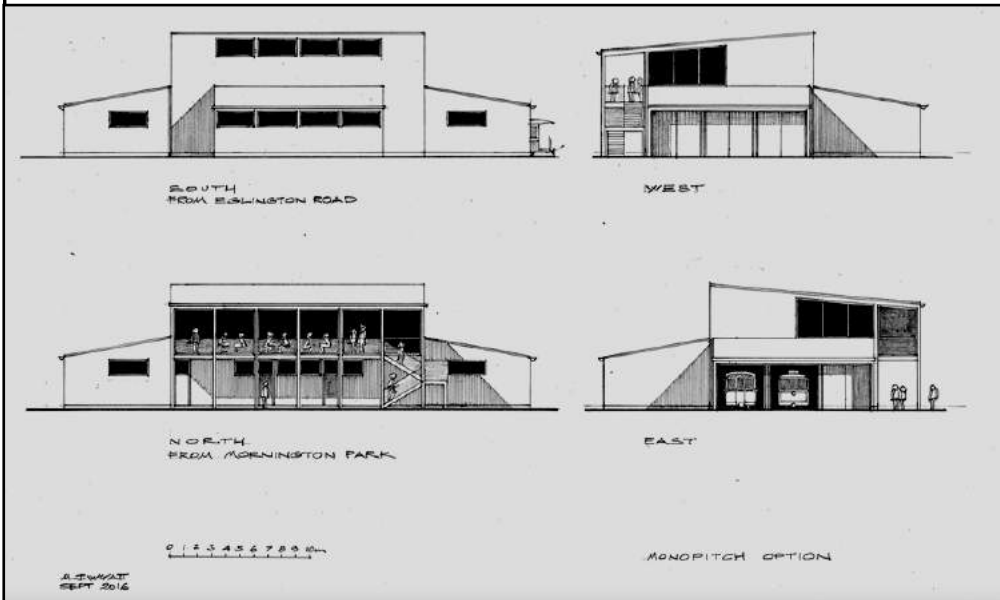
December Newsletter

Museum building consent.

progress on the project has been slow, however we must pass this process to begin to make ground towards stage 2, the permanent cable car house as seen below. this is a first draft of what it may look like.

Mornington park building progress.

the building consent for the mornington park site has created some difficulty for the trust. the Dunedin city council have stated that the site is of a very high wind status and this added a building strengthening cost of \$5,000 onto the initial price.



BAY OF ISLANDS VINTAGE RAILWAY

December newsletter

Kiwibank NZ Local Heroes 2016.

Sincere congratulations to two of our very own who on 15 December were presented with medals in recognition of their sterling and excellent Community Service. There were some 600 nominations for the awards and Trevor Bedggood (left below) and Mike Bradshaw were two of the 25 Recipients who received the awards. Trevor had been nominated for his work at the Pioneer Village in Kaikohe and the railway and Mike mainly for his work at BOIVR.



Kawakawa held their Christmas celebrations on 10 December and Gabriel leads the parade through town escorted by former trustee Bob Glen.

WEKA PASS RAILWAY

From "Frog Rock Times"

Public trains run on the 1st and 3rd Sundays of every month, every Sunday in January as well as most public holidays.

It appears that Weka Pass Railway escaped relatively unscathed after the massive 7.8 magnitude earthquake that struck just after midnight on the 14th of November, centered 15km north-east of Culverden. A track inspection was carried out the next day and revealed no damage and trains were running again as normal on the following Sunday.

A 428. At the time of writing the Hurunui District Council have put a prohibited fire ban in place. How this will impact on the 'A' locomotive being used on trains is yet to be determined.

DG 770. Has now been passed fit for service by our inspector. This took many months of serious work. One of the unseen and very difficult jobs to fix, was the train pipe right underneath the loco and above the leading bogie.

DG 791. Work is continuing on returning this locomotive to operation. One of the major jobs is to pull the brake cylinder pistons and renew the piston cups. (Old leather ones).

Celebrating Sixty Years of Service! Approximately half of their life-time ago, on the 25th of October 1988, DG's 791 and 770, along with four passenger carriages, pass through the Christchurch suburb of Riccarton on their return to the Weka Pass Railway after participating in Rail125 celebrations. Photo: Graeme McClare



PLEASANT POINT RAILWAY

Something a bit different - on working bee day, 4 January, our intrepid and multi skilled reporter Jeff Tolan, was down from Wellington, in our Keanes Crossing printing room working on one of our old museum printing presses, printing a copy of The Timaru Herald's, 1864 front page. Some of the stories on the wall newspaper display in the room look a bit dated Jeff!!!!



Thanks Jeff for your work here plus others who were out working round our museum sites.



On 3 January, the rail car, driver, David Draffin, comes off the turn table at Keanes Crossing and will return with passengers to Pleasant Point. The turn table was originally used at Cromwell. Pleasant Point were the first museum group to install one.

Pictures: Bryan Blanchard.



BLENHEIM RIVERSIDE RAILWAY



With the Scout Jambo-ree in town over New Year, the BRRS has been transporting groups of scouts between some of their activities. Here is a photo of the train at Fulton Station with close to 90 people on board.

WAIMEA PLAINS RAILWAY

At Mandeville in addition to restoration of locomotive K92, over two days in late December a lot of surveying of the yard took place as well as readying the second double-slip so it can be moved to its final spot in the layout of the yard.

Sellar's Turntable as at 8 Dec 2016 - Next update will be when timber is added as the next step of the restoration process.



OAMARU STEAM AND RAIL

Although our turntable has been operational for some time, nothing had been turned on it. That was until the 17th of December last year when George King (L) and Luke Paisley took Tr35 for a spin.



CLASSIFIEDS

PORT DARGAVILLE CRUISES

John Hansen, who has the lease from Kiwirail on the branch from Waiotira to Dargaville is looking to build a 12 seater railcar weighing about 3.5 tons, to enhance the rail cart operation he is already running. He is looking for a transmission that will run in both directions and wondering if any FRONZ members would be able to help.

Editor's Note: I have already put John in touch with the Nelson Railway Society who built a similar railcar recently.

TRACK AVAILABLE FROM HUNTLY EAST MINE

Hello. I work at the Huntly east mine and the Mine Manager has asked me to check the length(3ks+)and weight(80-90lb)of the Kimihia industrial sidings (3ks+) as they are to be sold off there are several sets of points as well. This could be a chance for FRONZ members to get some good trackage at scrap rates. I will get back to you with my findings of the weight and length and number of points.

Hi again, I have just been talking with the East Mine manager. There is approx. 3.5 kilometres of track @ 85lb rail weight plus 5 turnouts. For sale is the rails and attached sleepers and fish plates. It can be lifted in sections if need be. The price being asked is scrap rates. Anyone interested should contact the Mine Manager forthwith to discuss or arrange a site visit, he can be contacted at:

francois.baker@solidenergy.co.nz

Regards

Bruce McLuckie <pecket@xtra.co.nz>

ENGLISH ELECTRIC WEBSITE

Hi there, I have created a website for any English Electric rail traction enthusiasts. Its called "English Electric Railway Traction in New Zealand". I have messaged you guys to see if it will be alright to share this page and you guys could also keep it as a resource/reference to any who is doing research on any locos built by English Electric. If you guys like, you could check the site out and give me feedback. The link is here: <http://englishelectricrailwaytractionnz.weebly.com/>

Regards, Matthew Bell-Hills.

WHOLESALE OFFER TO ALL FRONZ MEMBERS

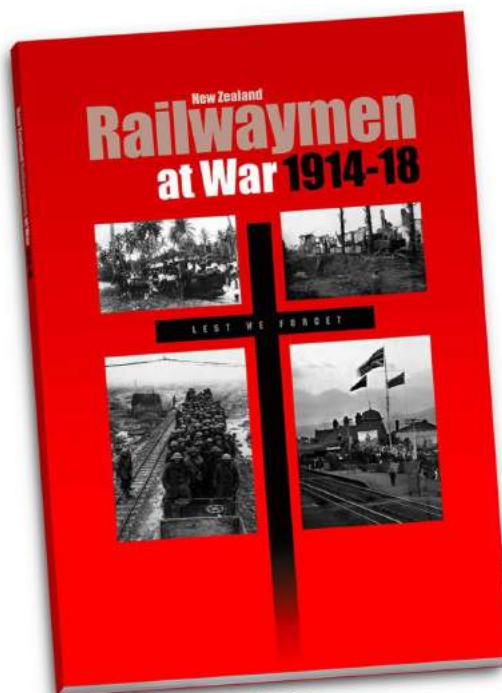
New Zealand Railwaymen at War 1914-18

By 1918 more than 7,500 of New Zealand Railway's permanent and casual employees had enlisted for military service, equivalent to almost 40% of its total 1914 workforce. They served throughout the New Zealand Expeditionary Force, some putting their skills to work by manning specialist rail-operating units in Samoa and Belgium.

The cost was high. At least 450 railwaymen lost their lives, the greatest loss suffered by a single New Zealand employer and one that would be commemorated via a range of distinctive First World War memorials.

■ 64 pages ■ Complete NZR Honours and Awards list ■ NZR Roll of Honour

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INTERNATIONAL NEWS

RESTORING OLD TRAMS, REVIVING LOST TRADES

From Bendigo Advertiser. Story by Joseph Hinchcliffe. Photos by Darren Howe.

What do a former reality TV contestant, a Sydney museum and the operator of a Melbourne icon have in common? They all send their old trams to Bendigo for restoration. That's because the Bendigo Tramways Museum and Depot claims to be the only place in the country with the people and the skills to bring dilapidated trams back to life. Tramways manager Luke Jenkins worked his way to the top of a team of about 30 workers "the old fashioned way".

Fifteen years ago he was the first person in Bendigo to complete an apprenticeship which gave him the skill set required to restore trams to working order.

"Because there's no such thing as a coach builder anymore, which is what the old trade would have been called, Bendigo TAFE ran a whole new course," he said

Mr Jenkins ended up with three qualifications – he's a cabinet maker, a furniture maker and a wood machinist – in an apprenticeship specifically tailored for the needs of the tramways depot.

After working his way up the ranks he now leads a team of young boiler makers, former railway workers and veteran carpenters whose combined skill set can't be found anywhere else in the country.

It's a point of pride for tramways inspector Mick McGowan, who helped save Bendigo's trams when the commuter service ended in 1972. Dubbed "the Oracle," he's part of a brigade of volunteers who provide an encyclopedic knowledge of trams into which the young tradies tap as they look to revive the skills to fix a technology whose heyday passed before they were born.

"That's why we're the sought after supplier to other tramways, because we now actually have the skill base which is no longer available elsewhere in Australia," Mr McGowan said.

Among those clients is the only extensive commuter tram operator in the country. The Bendigo workshop has restored three of the 1940s and 1950s-era W-Class trams now running again on Melbourne's City Circuit.

Mr Jenkins and his team are currently working on two more of the iconic green and gold trams and are confident of securing more orders.

"Yarra Trams are now coming to us – they've made all of those skills redundant," Mr McGowan said.

But they're not just putting old trams back on the tracks. Bendigo Tramways workers are being commissioned to transform the hulking steel and timber structures for entirely new purposes.



TOP OF THE DEPOT: He was the depot's first apprentice, now supervisor Luke Jenkins is passing on those skills to the next generation.



Left above:: Mick McGowan. Right: Tram engineers William Adams, Tony Rooke, Damien Steel, Mike Campbell and Scott Richardson in 2015

ASIA PACIFIC HERITAGE AND TOURIST RAIL ORGANISATION

APTHRO have held their 2016 Conference at the Indian National Railway Museum in New Delhi, India from October 19 to 21.

Conference 2017 is expected to be held in Myanmar in late October 2017.

Conference 2018 will be held in Amman, Jordan.



VITAL LESSONS FROM TRAM BLAZE DRAMA

From Blackpool Gazette

A tram driver did not take the safest course of action as he tried to stop a fire on one of Blackpool's vintage vehicles. The driver entered the smoke-filled carriage of the Progress Twin Car vehicle when an electrical blaze broke out. The Rail Accident Investigation Branch (RAIB), which has published a report into the incident, has called for more thorough training for drivers.

A conductor also cut his hand taking a fire extinguisher from a glass case and a member of the public made the electrical fire worse by spraying it with water, the RAIB report reveals. Its investigation into the incident, on September 24 this year, highlighted several key safety messages following the incident, which happened close to the Cliffs Hotel. The report said the crew of the heritage tram acted quickly to move passengers to safety, adding: "The driver was alerted to an electrical problem by a flash and loud bang from the buzzer unit in his cab. "The conductor then advised the driver that there was a fire in the motor car. "The driver brought the twin-car to a stand, and all passengers and staff evacuated without injury." He then chose to remove the electrical supply to the vehicle by using a pole, provided for this purpose. To fetch it, he had to enter the smoke-filled saloon, the report said. It added: "A safer course of action would have been for the driver to place a radio call to the tramway control office and request an emergency isolation of the overhead supply. "However, the driver was unaware of this option because it had not been included in his training." The driver was not injured. The report also warned over the use of a water-based extinguisher to tackle the fire.

It said: "Applying water to the live electrical system exposed the member of the public to risk and made the fire worse. The cause of the fire on the 1935-built tram was the failure of installation on a cable which carried electricity from the pantograph to the main circuit breaker. The vulcanised rubber insulation was most likely installed in 1960 when the tram was converted to a twin car unit.

The report also suggested damage could have been done during repair work nearby in 2015. Water may also have entered the area, the report said. Among the RAIB's safety messages was a recommendation to ensure all crew are aware of appropriate methods for isolating the electrical supply in an emergency. An RAIB spokesman said: "This incident illustrates the importance of ensuring that staff involved in the operation of electrically-powered vehicles are aware of all means of removing the traction supply from the vehicle in an emergency. The difficulties of ensuring safety of electrical systems on heritage vehicles and the design of 'break glass' emergency panels were also highlighted.



FUTURE MAINLINE EXCURSIONS

This feature in Journal is a list of forthcoming mainline excursions by our members. Hopefully all are covered from newsletters and web sites but if any members have excursion plans please send them to Journal at scottosmond@xtra.co.nz.

Railway Enthusiasts Society

“Railcars from Whangamomona”. 25/26 March 2017.

Pahiatua Railcar Society

Art Deco. 16-20 February. Pahiatua to Napier and daily shuttles

Five Viaducts. Saturday 4 March. Pahiatua— Ormondville with local shuttles.

Steam Incorporated

Deco Delights – Sat 18 February 2017. Paekakariki—Napier return.

NIMT Scenic Daylight - Sun 26 March 2017. Paekakariki - Auckland.

Mangaweka Express - Sun 1 April 2017. Paekakariki—Taihape return.

Mainline Steam

AO carriage registration trip. Plimmerton-Otaki return — Sun 29 January 2017

Dunedin Railways

Regular Taieri Gorge and North Line services

4 May 2017 to 10 May 2017 Silver Fern Railcar Christchurch to Invercargill and return

Gisborne City Vintage Railway

Gisborne to Muriwai -

Saturday, 25th February 2017

Sunday, 26th March 2017

Saturday, 15th April 2017

Feilding & Districts Steam Rail Society Inc

9 April 2017 - Chateau Tongariro Rail Excursion.

No Mainline Excursions presently advertised for:

Diesel Traction Group

PICTURE OF THE MONTH

From the THE NEAR LINESIDE GALLERY



It may well be that John L should have been known as "The Godfather" rather than "Father"?

On the Glenbrook Vintage Railway in the early days of FRONZ.

John L Stichbury (left) was known as "Father" because of his significant role in guiding the genesis of the Glenbrook Vintage Railway on the site of the former New Zealand Railway's Waiuku Branch.]

Can you recognise the other notables on the carriage balcony in their somewhat younger days?
Answers next issue.
Photo D.L.A. Turner

FRONZ CONFERENCE DUNEDIN
2—5 JUNE 2017

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