



JOURNAL

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FRONZ CONFERENCE—OAMARU 31 MAY—3 JUNE 2013

Bookings are now open for Conference.

Highlights.

- Visits to THREE of our operating members railways. Plains Railway, Ashburton (Friday); Pleasant Point Railway, Timaru (Monday); and of course our hosts Oamaru Steam and Rail (Sunday).
- We are also offering a coach travel option from and to Christchurch Airport
- On Saturday afternoon we will be taking an interesting optional field trip around the fascinating historic areas of Oamaru
- On the Sunday afternoon we will be visiting the Oamaru Steam and Rail attractions.
- Conference Awards Dinner will be held on the Sunday evening.
- The Venue for the conference is the Oamaru Opera House, 94 Thames Street, Oamaru and the venue for the Conference Dinner is the Kingsgate Hotel Brydone, 115 Thames Street (opposite the Opera House), which is also our first choice accommodation venue. For other accommodation offers see the web site.
- We also have arranged a programme of speakers to hopefully interest all delegates.

Bookings and all details on our web site at <https://waldorf.hosts.net.nz/fronz.org.nz/conference/introduction.html>. Get your booking in now!

CONFERENCE REQUEST. SEND US YOUR PICTURES!!

Daniel Garland is once again preparing our members slide show for conference. Daniel asks for photos of your organisation's activities and achievements over the year. Please send them to Daniel at deeargee@hotmail.com. This is a great chance to get your work seen by your peers so don't delay.

NIGEL HOGG REPORTS ON RAIL150 PLANS

I am happy to report that we have now made some substantive progress in our discussions with KiwiRail regarding a celebration of 150 years of public railways in NZ to be held in Christchurch at Labour Weekend this year. One of the main difficulties is the lack of an obvious venue in Christchurch since the demise of the Moorhouse Ave station as a railway facility 20 years ago. There is also a significant lack of steam qualified KiwiRail locomotive crews. The existing regulatory environment is not conducive to temporarily certifying local rail heritage equipment to run on the mainline, and most of the currently certified mainline heritage equipment is located in the North Island. This has all put constraints on what is achievable.

At the time of writing the programme is as follows:

Sat/Sun 19th/20th Oct. Christchurch Model Train Show

Fri 25th Oct. Heritage diesel trip to Kaikoura

Sat 26th Oct. Steam trip to Arthurs Pass

Sun 27th Oct. Major display/operations day at Ferrymead

Mon 28th Oct. Steam trip to Timaru

KiwiRail will be providing their own display at a venue yet to be confirmed. It is likely that there will be shuttle trains between the KiwiRail display site and Ferrymead, probably using a Silver Fern railcar. The KiwiRail display days are likely to be the Saturday and Sunday (26th/27th Oct.). We are also looking at running some other local shuttle trips using the Silver Fern railcar on Monday 28th and the next couple of evenings after that.

Discussions are well advanced, but we need to complete those before a confirmed programme can be produced.

MOORHOUSE ENTERTAINMENT TERMINUS

A major new building project in Christchurch is planned on the site of the demolished railway station in Moorhouse Avenue. The website for the development is www.the-met.co.nz. The project is described as "This complex will be a socially interactive hub celebrating all levels of entertainment activities and related businesses. The development, when complete, will be home to New Zealand's most state of the art and innovative cinema complex, complemented by live event and convention capability, accommodation, food and drink operations and various family activity zones. This is the place to go and spend some time, be entertained, learn, have fun, relax and escape".

Proposed uses for the complex are:

- Cinema complex
- Convention facilities
- Hotel
- Market style food precinct
- Interactive playground and activity zone
- Restaurant, café & bar
- Public piazza
- Strategic retail
- Commuter terminal
- Crèche / childcare
- Gymnasium



There is an opportunity to add suggestions for the project on the site, and an illustrated history of the railway activities at the site on www.the-met.co.nz/history.

HASTINGS RAILWAY STATION MARKS 50 YEARS

This article appeared in the newspaper "Hawkes Bay Today" on 21 May 2012

Packed with joyous Napier citizens, the first steam train from Napier to visit Hastings ran on October 12, 1874. Much festivity, with drinking and dancing, occurred that night to celebrate the occasion in the Railway Hotel, on the corner of Station (now Russell) St and Heretaunga St.

After the Hastings/Napier route was completed in 1874, the line extended to Pakipaki in 1875, Waipukurau in 1876, and 15 years later in 1891 to Palmerston North, through the Manawatu Gorge.

Maori were fascinated by the "horseless carriage".

Apparently one Maori chief refused a ride so he could stare in amazement as the locomotive puffed and hissed as it passed him by. The first railway station, in what became Hastings, was built on land donated to the government by Francis Hicks in 1873, and a persistent myth still circulates that "Hicksville" was the name of the settlement then.



The opening of the new Hastings Railway Station, 9 July 1962. Photo NZRLS

There is no actual proof that it was - except from historian J G Wilson, who claimed the deeds for the railway land, had Hicksville as the location.

When a new Hastings Railway Station opened 50 years ago this year, on July 9, 1962, the first railcar (pictured that day) arrived at the station about 8.25am, with much less fanfare than the 1874 opening. This year also marks the centenary of the first sod being turned by Prime Minister Joseph Ward in 1912 to celebrate the beginning of construction of the Napier to Wairoa line.

NZTA ROAD INFORMATION WEB SITE

A new product from our friends at the Ministry of Transport is an internet site called "On The Move".

You can now sign up to On The Move and receive email alerts prior to your journey about notable road and driving conditions, incidents and road works on New Zealand's state highways.



It's easy, just visit www.onthemove.govt.nz to register, then select your favourite routes and/or regions and choose when you want to receive alerts.

It's all about helping you make smarter travel choices when planning trips on New Zealand state highways. On The Move may be useful for you when travelling to your favourite rail heritage site, as well as for commuters and commercial drivers who travel on state highways every day.

If this sounds like a service that may prove beneficial for you, your organisation and/or your customers, sign up now and feel free to spread the word about OnTheMove too.

NEW MINISTRY OF TRANSPORT NEWS FEED

Also from the Ministry of Transport, MOTivate - the Ministry of Transport external newsletter - that MOTivate has moved from an e-newsletter format to a news feed on the Ministry's website.

See the new look MOTivate: <http://www.transport.govt.nz/news/motivate/Pages/default.aspx>

This new format will allow news articles to be posted on the Ministry's website as they are ready, enabling a more timely and easily accessible source of Ministry news.

As you will no longer be receiving e-news updates we invite you to subscribe to the MOTivate RSS news feed

USA COURT RULING ON RAILWAY PHOTOGRAPHY

Published in TRAINS Magazine Newslines:

NEW YORK – A federal court has struck down New York City laws forbidding photography and requiring transit riders to present identification when asked by police. The case was filed in November 2011 by the New York Civil Liberties Union in the U.S. District Court for the Eastern District of New York, covering New York City after two photographers waiting for an historic subway train were arrested for photographing the subway and failing to present identification to the police.

The photographers, Steve Barry and Michael Burkhart, are rail enthusiasts and members of the National Railway Historical Society. Barry is editor of Railfan & Railroad Magazine.

Editor's Comment. I have been to the US a number of times and tried out metro rail systems in a number of cities including the New York Subways. I am very careful to not try and take any photos "underground" or using a flash but limit photography to above ground shots only. Looking at various web sites most rail systems, including AMTRAK, are comfortable with casual photography in public areas as long as no tripods, lights or flash are used. A couple of exceptions are London Underground and Port Authority of New York and New Jersey (PATH) who ban all unauthorised photography. Safety is always number one issue so it is obviously vital to keep well away from operational or non-public areas.

Have any other readers had any issues they would like to share when taking rail photographs overseas?

DISABLED PEOPLE AND RAIL CROSSINGS

KiwiRail is seeking feedback from the disabled community to help identify the crossings that urgently need upgrading to increase safety. There are 54 on-grade crossings within the Auckland region alone; KiwiRail would appreciate immediate feedback on the difficult/potentially unsafe crossings.

Please provide your feedback directly to KiwiRail on: 0800 801 070 and select option 5 or email kiwirail@kiwirail.co.nz. Alternatively, contact V Naylor on 09 625 3305 or email Vivian.naylor@ccsdisabilityaction.org.nz

Source: Rural Women Bulletin

CONSERVATION DEPARTMENT CHANGES

The Department of Conservation (DOC) is proposing a new structure because of the conservation challenges that NZ faces and to ensure DOC meets its current \$8.7 million savings targets. The proposed structure involves:

- the removal of DOC's existing 11 regional conservancy boundaries and replacing them with six new regions;
- the creation of a Conservation Services Group focused on delivering DOC's recreational and natural heritage field work;
- the creation of a Conservation Partnerships Group focused on working with community groups, iwi, local authorities, private landowners, and businesses to attract more resources to conservation;
- the disestablishment of 118 regional management and administration roles;
- the disestablishment of 22 asset management, planning, and inspection positions through the creation of new field support hubs; and
- DOC continuing to deliver its operational work from its existing network of about 100 offices and locations around the country.

More is at <http://www.doc.govt.nz/about-doc/news/media-releases/doc-proposes-changes-to-increase-conservation/>

DOC is of course a FRONZ member and the department is a regular sponsor of FRONZ Conferences. Ed.

Source: Rural Women Bulletin

NEW TIMBER TRAIL CYCLE RIDE IN CENTRAL NORTH ISLAND

A new cycle trail through Pureora Forest Park to Ongarue follows the historic bush tramways and old bulldozer and hauler roads over 85km.

There are eight suspension bridges on the Timber Trail, including the impressive 141 metre long crossing of the Maramataha Stream set some 55 metres above the stream bed, the longest suspension bridge open for cycling in the country.

More on the 2-3 day ride is at <http://www.doc.govt.nz/parks-and-recreation/tracks-and-walks/waikato/waitomo-pureora/the-timber-trail-pureora-ongarue/>

Source: Rural Women Bulletin

FACTSHEET: ALL ABOUT ASBESTOS

Asbestos, a naturally-occurring silicate mineral, was once known as the "miracle mineral" because of its fire-retardant properties. However, its negative impact on health has now been realised. In 1984, it became illegal to import raw blue and brown asbestos to NZ (though it is not illegal to import, sell, or use products containing asbestos).

Houses built before the mid-1980s are very likely to have some materials containing asbestos in them, and there may be some materials containing asbestos in those built between the mid-1980s and 1990. There is unlikely to be any asbestos in houses built since 1990.

The factsheet offers lists of places where asbestos is likely to be found, both in buildings, and in other places (e.g., round brake linings, and for insulation in some appliances). It says the only way to be certain a material is asbestos is to have a sample of the building material analysed.

Contractors working with asbestos have to have a certificate of competence, or be under supervision of someone with this certificate.

Always leave undamaged asbestos material intact and undisturbed.

The factsheet is at <http://www.osh.govt.nz/publications/factsheets/asbestos-locations-where-may-be-present.html>

Source: Rural Women Bulletin

DOWNTOWN RAIL RELICS

A nice piece of preservation in Downtown Auckland. During development of the Wynyard Quarter the old wharf railway tracks have been retained. New ASB Bank headquarters is shown looking towards the city skyline.

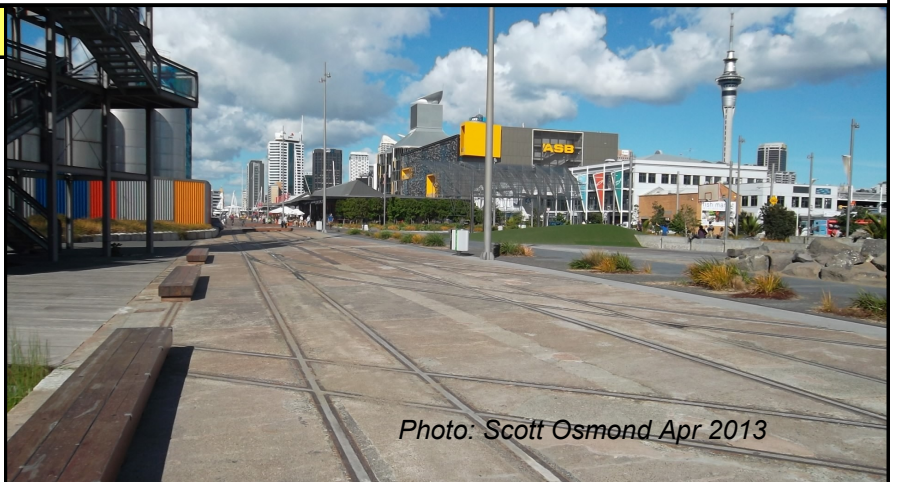


Photo: Scott Osmond Apr 2013

BUILDING SEISMIC STRENGTHENING TRADE-OFF SUGGESTED

From NZ Herald Monday Apr 1, 2013

Proposed:

*193,000 buildings assessed within five years

*15,000 to 20,000 buildings earthquake strengthened within 10 years of assessment

Being considered:

*Amending the Building Act to allow owners of earthquake-prone buildings to strengthen them without upgrading fire escapes or disabled access

Large parts of the country's building stock will be off-limits for disabled people under a proposal to trim the cost of upgrading thousands of earthquake-prone buildings, advocacy groups have warned.

One of the lesser-known changes recommended by a Royal Commission on the Canterbury Earthquakes is a move to allow property owners to bypass requirements to fit their buildings with facilities and access for disabled people. With up to 25,000 buildings expected to require earthquake strengthening, those who needed special access could be excluded from many private, public and residential spaces.

Disability rights groups say that if the recommendation is to go ahead, it would mark a step-change in the treatment of disabled people in this country. "It's a test for where, as a country, our priorities exist," CCS Disability Action chief executive David Matthews said. "Is it about safety per se, or it is about a more inclusive society as well?"

The Government has sought feedback on the recommendation in the Building Seismic Performance discussion paper, and Building and Construction Minister Maurice Williamson stressed that it was far from settled. At present, councils cannot issue consents for strengthening works unless the owner upgrades the building's disabled access and fire escapes in line with the building code. The royal commission said this rule could impose additional costs on owners of earthquake-prone buildings, and recommended that it should be removed.

Mr Williamson told the Herald: "One of the big concerns about this whole earthquake-prone policy is that we will make some buildings uneconomic. A lot of landlords are saying if they have to spend a lot of money bringing it up to standard, this building may not be viable and we may actually be better to leave it barren." He said it was a "double-whammy" to impose strengthening costs on these owners and also new costs for fire safety and disabled access. "In principle, I'm a bit reluctant to enforce a building owner to spend a lot more money on their building that they didn't have to at the time when it was built."

Mr Matthews felt that the commission's recommendation had focused too narrowly on costs to property owners. He noted that the Government spent \$2 billion on sickness and invalid-related welfare, but many of these beneficiaries were prevented or discouraged from working because of accessibility barriers.

The commission did not do a cost-benefit analysis of upgrading disabled facilities to the current building code. One estimate of the cost of installing modern fire escapes and mobility access was around 1 per cent of the total cost of a new building or renovation.

Mr Williamson said a thorough analysis would have to be done before any amendment to the Building Act was approved.

He also said there could be a significant pay-off in earthquake-proofing buildings, in particular lower insurance premiums and the ability to charge higher rent. "In some cases, where public access is important, it will dramatically improve the value of your property."

Mr Matthews said the commission's recommendation had also presumed that only disabled people required special access to buildings. He felt that the upgrade of building stock was a golden opportunity to prepare for an ageing population. By the time all earthquake-prone buildings had been strengthened, 20 per cent of Kiwis would be 65 years or older.

IPENZ RECOGNITION OF RAURIMU SPIRAL

The Institution of Professional Engineers New Zealand (IPENZ) has just unveiled a plaque, the 4th in a series, recognising various railway sites on the North Island Main Trunk.

Rob Merrifield, a Past President of the New Zealand Railway and Locomotive Society, and IPENZ member, supplied some information and photos from the recent unveiling of a plaque at Raurimu.

Rob writes "On Monday a small gathering unveiled in place the last of the four IPENZ NIMT centenary plaques, at the Raurimu Spiral lookout beside SH 4. John Skilton on behalf of KiwiRail and I on behalf of IPENZ did the job. Ruapehu District Council organised the affair, following which a small group had lunch at the Station Cafe at National Park, before coming home. I can recommend that cafe, it is a very good



stopping point despite being off the State highway".

The other plaques are in Paekakariki station (commemorating the WMR Co.), and at Makohine and Makatote Viaducts highway rest areas.

IPENZ has a very interesting heritage related web site at <http://www.ipenz.org.nz/heritage/default.cfm>.

Photos: Left. John Skilton (L) from Kiwirail and Rob Merrifield at the Raurimu Lookout (Ruapehu DC). Above: the IPENZ plaque (Rob Merrifield)

NEWS FROM OUR MEMBERS

STEAM ON THE MAINLINE—ONE



On 6 April Darryl Houston took this picture of the Railway Enthusiasts Society trip to Te Kuiti, leaving town to return north. Mainline Steam locomotive Ja1240 owned by Mainline Steam was in charge.

NEWS FROM OUR MEMBERS

STEAM ON THE MAINLINE—TWO

Its always good to see big steam on the mainline. Here we have Steam Incorporated's latest excursion with Ja 1271 on 23 March out and about on a trip from Paekakariki to Taihape and return. Tim Dawber took these photos of the locomotive on the turntable at Taihape and on a photo run between Rangitawa and Maewa



PLAINS RAILWAY

One of the likely attractions for delegates to this year's FRONZ conference is K88. Delegates and partners will be visiting the Plains Railway on the way to Oamaru on Friday 31 May.

This mixed train was photographed by David Oakley on Easter Saturday.



MOTAT TRAMS MAKE THE MILLION!

From "The Controller"

Wednesday February 6 2013 was a red letter day for the Western Springs Tramway. That was the day that the one millionth passenger was carried since the extension to MOTAT was opened on April 26 2007. Tram Section manager Colin Zeff emphasised that this figure was for return journeys for MOTAT patrons, and separate single journey tickets issued to non patrons. As a result the actual number of passenger journeys would be much closer to the two million mark.

"Well done to everyone involved," he said. "In the last six years we have almost equalled the previous 40 years worth of trips, mileage, wear and tear on the tramway and especially the trams," said Mr Zeff.

Museum Collection Manager Ric Odom said the achievement was a very significant milestone. "Well done to all those involved - drivers/motormen (and motorwomen), conductors, maintainers, restorers, repairers and all those involved in supporting the operation," he said.

MOTAT Chief Executive Officer, Michael Frawley congratulated all those involved. "Wow, that is fantastic; well done team," he said.

NATIONAL RAILWAY MUSEUM

John Peterson, Chairman, reports in NRM April Newsletter

As many of you are already aware the work on the Museum building is moving along and we are well on the way toward installing the turntable that will sit at the centre of the main display area. This is sensitive work, especially considering the size and weight of the turntable structure.

While it is more than 21 metres long, the tolerances for the supporting and surrounding foundation and wall are within mere millimetres. In fact the tolerances are so tight that *Martin Civil Engineering* is fabricating the outer wall ring with the turntable in place so that gap between the turntable and the wall are as tight and consistent as possible. It will be quite an impressive exercise to watch.

We are also beginning work on the embankment that will support the feeder rail line into the roundhouse building. This line will connect to the Ferrymead Railway branch line, and in turn, to the KiwiRail main line. It may well be that we use this feeder line to get materials on site as construction progresses so there is some urgency to get this work done.

While work moves ahead on the building we are also continuing with the mundane but no less important work of cataloguing archive materials and developing displays and exhibits. We are also continuing work to complete the Te Papa Museum Standards Programme. This is a series of modules that lead the organisation toward adopting and using policies and procedures that ensure "best practice" operation of what will be a major institution.

Finally I'd like to thank several of our sponsors and donors for their ongoing support of the National Railway Museum project. They include the gaming trust *Pub Charity* who recently gave us another major donation, *the Mainland Foundation* who also recently gave us a grant, and both the *Lotteries Grants Board* and *KiwiRail* for their ongoing support. We would NOT be where we are today without their involvement and we are sincerely grateful for their help.



*The turntable centre pivot foundation boxing in place ready to receive its pour of concrete.
Photo John Mackenzie*



Concrete being poured into the pivot boxing on the 25th February. Photo John Mackenzie

PAPAKURA CHANGES



Photos: Scott Osmond Apr 2013



Papakura's old station has been moved from the island platform to the western platform. It has been fully renovated with a new ticket office and the old control and signalling equipment has been put on public display.

FRONZ CLASSIFIEDS

VICTORIA BATTERY TRAMWAY WANTS A NEW LOCOMOTIVE

Dennis Jones, General Manager, of the Victoria Battery Tramway writes:-

We at the Victoria Battery Tramway are so busy we need another battery electric loco. We are running two trains most of the time as the cycleway through our site has increased our intake by at least 15% since it opened.

We are running two Wingrove & Rogers two foot gauge locos, one at 72 volt model W417 and the other at 48 volt, model T8033. We are wanting to purchase another loco with the same voltages as a backup if things go astray or if things continue like this make up another train.

E-Mail, railnut62@rocketmail.com

YD WAGONS FOR DISPOSAL

KiwiRail have YD17, YD616 and YD936, all laid up at Dunedin, available for quick disposal.

Condition reports say:

YD17 (ex Yd 1001, class leader): control arm welds broken off at pivot; control pivot pins working out of position; bin side rod broken; bin side control rod sleeves have opened up and no longer control the upper door; 1A tip ram has dents causing leak and binding.

YD616 (ex Yd 1054): large rust holes in transom, bogie parts removed.

YD639 (ex Yd 1056): triple valve missing, damp ram missing and some parts in the tub.

All enquiries to Chris Paice, chris.paice@kiwirail.co.nz, 04 498 2045.

NELSON RAILWAY SOCIETY

Does any group have any 2 class carriage plates to spare we need to purchase four .

Also we need a two inch snifter valve for the Wf 403.

Contact Bob Murray 027 2218083 035450849 General Manager

KINGSTON FLYER FOR SALE

The Kingston Flyer is for sale listed through Tourism Properties at http://www.tourismproperties.co.nz/leisure_for_sale/queenstown_wanaka_central_otago/1785.

An Article in the Otago Daily Times is at <http://www.stuff.co.nz/southland-times/news/8574491/For-sale-First-class-trainload-of-dreams>. It states

it includes all land buildings, locomotives, rolling stock, and the cafe/bar are included. It also advises Ab795 is in good condition following extensive maintenance and Ab778 is idle requiring an extensive overhaul.



Photo: Scott Osmond Nov 2011

FLAT TOP WAGON WANTED

Bryan Blanchard from Pleasant Point Railway has a good friend looking for a old x NZR flat top wagon, less bogies to use as a bridge. He has one now in use, but looking for a longer one round 50'.

If you have anything suitable contact Bryan.

Phone: (03) 686 2269

E-mail: ba.mc.blanchard@xtra.co.nz

HAPPY CUSTOMER DEPT.....

The National Railway Museum report that the Cowans Sheldon Goods Shed Crane advertised by Steam Incorporated in the last FRONZ Journal has been donated by Steam Incorporated to the NRM. Glad we could put you together!

PICTURE OF THE MONTH



John Bovis took this picture of Steam Incorporated's excursion the "Egmont Explorer" at the Waverley Station on 20 April. This trip ran from Paekakariki to Hawera and Stratford and return powered by DA 1431. The trip offered an optional excursion from Hawera visiting the Tawhiti Museum.

Two FRONZ members are depicted here, Steam Incorporated and Friends of the Waverley Railway Station Inc. Unfortunately the Waverley Station group are likely to disband due to lack of resources, leaving the station and goods sheds to an uncertain fate.

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

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