



JOURNAL

**JULY 2013
ISSUE # 124**

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OOOOPS!

Sorry readers but I made a couple of mistakes in the last Journal which I need to correct.

First the host organisation for the 2014 FRONZ Conference is SteamRail Wanganui, not Wanganui Steam & Rail as I misquoted on page 11. My apologies to the Wanganui team.

My apologies also to Pleasant Point Railway. I got your newspaper story confused with Plains Railway in the caption on page 2. Think my excitement at visiting both railways for the first time confused me. They were both great visits. Well done on your Gangers Hut Award PLEASANT POINT!

NEXT JOURNAL SEPTEMBER

There will be no August Journal following this July edition as your editor and his wife will be off to North America for nearly 6 weeks. We have a wedding in northern British Columbia followed by visits to numerous friends around New York and Michigan. There will of course be a railway segment all the way from one coast to the other, more of which I will bore you with on my return.

RAIL 150 UPDATE



Home of Celebrations of 150 Years of New Zealand Railways!

In addition to the Labour Weekend Christchurch activities for RAIL150 some FRONZ members are also staging events.

Pleasant Point Museum and Railway have a July 20, 21 weekend event as covered in the Timaru Herald. See <http://www.stuff.co.nz/timaru-herald/news/8866033/Rail-hubs-to-mark-bold-setup-moves> for a good story on the original rail history.

The official Rail150 website has the full schedule of events at http://railways150.org/schedule_of_events.php
Are there any other members with RAIL150 events? Please let Journal know.

See next pages for Kiwirail announcement.

FIRST WORLD WAR CENTENARY COMMEMORATIONS

There is a great opportunity for rail heritage organisations to be involved in nationwide World War One centenary commemorations taking place between 2014 and 2018. NZ Railway & Locomotive Society owned locomotive Ab608 "*Passchendaele*", restored by Steam Incorporated, will be a centrepiece of rail heritage involvement of course. Auckland Council are planning major events including a "First World War Heritage Trail" which will provide opportunities for FRONZ members as railway stations were an important community meeting place for the passage of "our boys" to and from the battlefields of Europe. See the Auckland Council proposal at <http://www.aucklandcouncil.govt.nz/EN/planspoliciesprojects/CouncilProjects/Pages/ww100auckland.aspx#heritage>

KIWI RAIL INFORMATION ON RAIL150

15 July 2013

Grant Craig
President
C/o Taieri Gorge Railway
PO Box 140
DUNEDIN



Dear Mr Craig

150TH ANNIVERSARY OF RAIL IN NEW ZEALAND

You will be aware of the upcoming anniversary of rail in New Zealand on 1 December 1863 commemorating 150 years since the first steam locomotive hauled passenger service operated in New Zealand between Ferrymead and Christchurch. This year KiwiRail and partners will be acknowledging rail for its 150 years of service to New Zealand.

I am writing to advise you that KiwiRail intends to run a Special Train through New Zealand during October stopping at 12 locations to correspond with open day celebrations.

Planned events

KiwiRail has made a commitment to taking a central role in this 2013's celebration of the 150th Anniversary of rail in NZ. In partnership with Canterbury Railway Society and Rail Heritage Trust of New Zealand, KiwiRail has committed to celebrating the anniversary with the following events.

- KiwiRail Special – 26 September to 27 October 2013 on display at 12 open days
- KiwiRail AGM and Public Meeting, Christchurch, Friday 25 October 2013
- Celebration Functions in Auckland, Wellington and Christchurch
- Rail Enthusiasts Celebration at Ferrymead – Labour weekend 2013
- Memorial Ceremony – Sunday, 1 December 2013 (actual date of first passenger train)

KiwiRail will work with Majik Video Systems to ensure this historic moment in New Zealand's history is prestigiously captured for all New Zealanders and we will be actively promoting all events through media, newspapers, radio and social media.

Opportunity for the local community to be involved

During October KiwiRail's Special train comprising display containers and our new passenger cars will work its way through New Zealand stopping at 12 locations:

- Auckland (29 Sep)
- Hamilton (3 Oct)
- Tauranga (5 Oct)
- Stratford (7 Oct)
- Palmerston North (9 Oct)
- Wellington (12 Oct)
- Greymouth (15 Oct)
- Invercargill (17 Oct)
- Dunedin (19 Oct)
- Oamaru (21 Oct)
- Timaru (23 Oct)
- Christchurch (26 Oct)

We envisage each location providing local community groups, associations and KiwiRail partners the opportunity to display their information to visitors. At some locations there could be opportunities for groups to fundraise through sausage sizzles or jumpy castles etc. KiwiRail will have safety marshals on site and fencing in required areas to ensure each location is safe.

Opportunity for you to be involved

KiwiRail would like to invite Heritage Groups to display their restored locomotives, carriages or other rollingstock at the open days. Some locations may be able to accommodate more than one heritage display but if possible we would like to limit one heritage display per location. This is because we have other KiwiRail rollingstock being displayed eg tamperers along with the KiwiRail Special Train.

Unfortunately, KiwiRail cannot financially assist operators with costs but there may be opportunities to run an excursion to the Open Day, where operators would then display, and run a return service at the end of the day.

Further information

If you have any questions please email me at enquiries@150yearsrail.org.nz or call me on 04 498 3291. I look forward to talking with you more about our proposed events.

For more information on the 150th Anniversary of Rail in New Zealand you can visit our website www.150yearsrail.org.nz

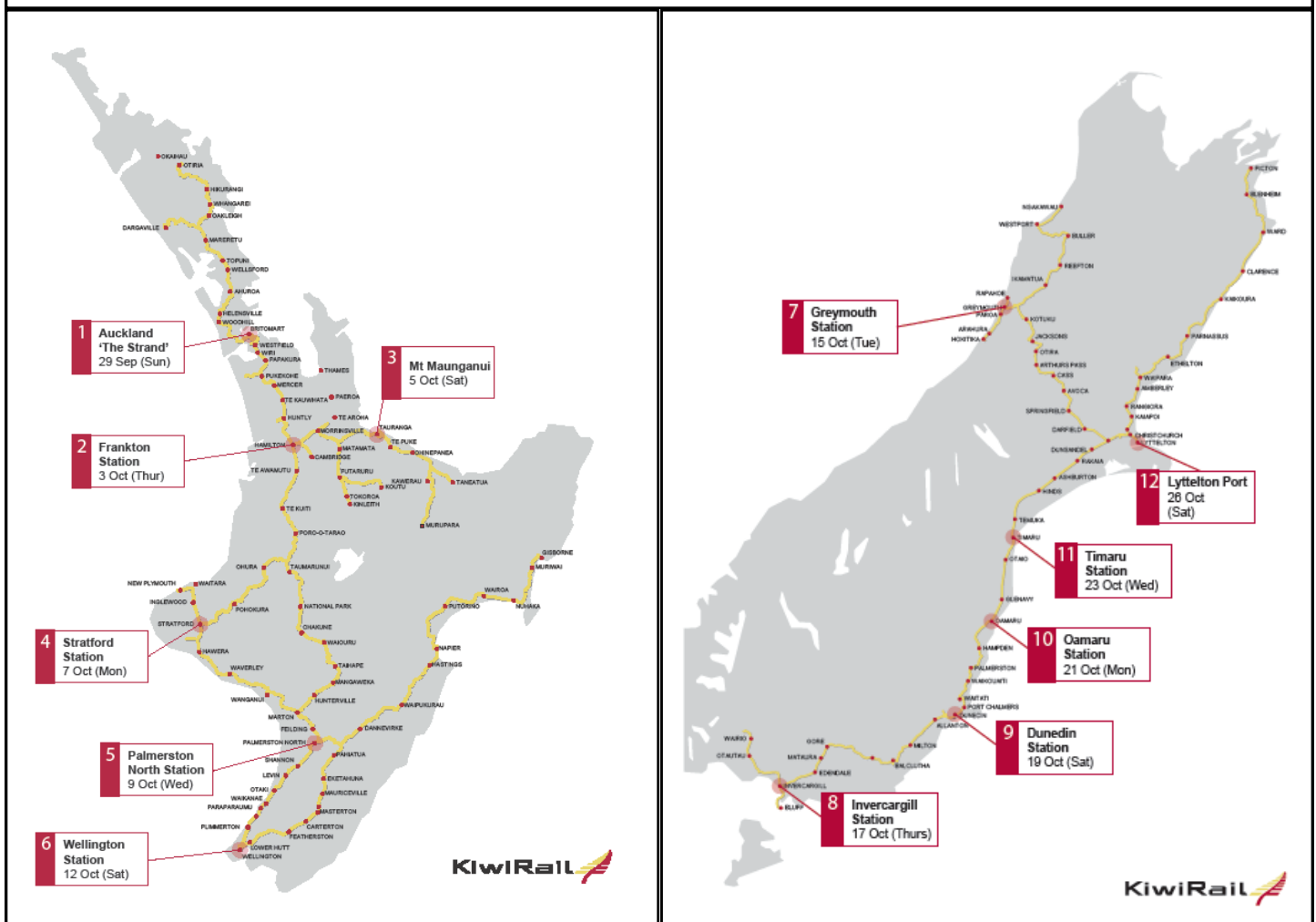
I look forward to hearing from you soon.

Regards

Aroha Tanirau

Communications Advisor

KiwiRail | www.kiwirail.co.nz | Level 4, Wellington Railway Station, Bunny Street, Wellington 6011
PO Box 593, Wellington 6140, New Zealand | Phone **0800 801 070**, Fax +64-4-473 1589



Map and images below supplied by Kiwirail.



ITEMS OF INTEREST FROM RURAL WOMEN BULLETIN AOTEAROA JULY 2013

Changes Proposed for Internet Domain Names

People who have a .nz website or e-mail address could be affected by a proposal to change NZ's Domain Name System (DNS). The Domain Name Commission Limited's (DNCL) proposal puts forward the idea of opening domain name registrations directly at the second level.

Should the proposal go forward, this means that people who want to register, say, anyone.co.nz might one day be able to simply register anyone.nz. You will note that the ".co" portion is no longer included. Other second level domains like .ac, .geek, .gen, .kiwi, .māori, .net, .org, and .school would no longer be required, though people could still opt for them if they wanted to.

Submissions close on 31 July 2013. Submissions can be made online at https://www.research.net/s/dnc_consultation2, by email to policies@dnc.org.nz, or by post to PO Box 11 881, Wellington 6142. More is at http://dnc.org.nz/second_level_proposal_c2

2012 Global Carbon Emissions Rise, But ...

World carbon emissions rose (by 1.4%) to record levels in 2012. However, this rise is less than half of that of 2011 when they rose 3.2%. Some specifics for 2012 include:

China, which now produces 25% of the world's emissions, rose 3.8%, but that was less than half of 2011's increase; US emissions continued to drop (by 3.8%);

Japan's emissions jumped by 5.8% (because it had to compensate for the loss of nuclear energy by importing liquefied natural gas and coal); and for the first time, power production from wind increased more than coal.

More is at <http://www.worldenergyoutlook.org/media/weowebsite/2013/energyclimatemap/RedrawingEnergyClimateMap.pdf>

Changes Planned for Class 4 Gambling

Several changes to Class 4 gambling were recently announced. Class 4 gambling is any activity that involves the use of a gaming machine outside a casino. This kind of gambling may only be run to raise money for authorised purposes. The changes are aimed at: making the way grants are made to community groups clearer, increasing the amount of funding that goes back to the community, and reducing unnecessary costs for Class 4 operators.

More is at <http://www.beehive.govt.nz/release/package-reforms-planned-class-4-gambling>

"Sum Insured" House Insurance: New Information Sheet

Most house insurance policies are changing the basis of cover for new policies and at renewal. This change is from an unlimited full replacement, based on the size of the house, to a full replacement up to a maximum "sum insured". Consumers are now responsible for estimating the costs of replacing their house, known as the "sum insured". The sum insured is the maximum amount the insurance company will pay in the event of a claim.

The Insurance & Savings Ombudsman Scheme ISO Scheme is saying that many people do not understand what the change to a sum insured insurance policy means for them. So, they have published a "Sum Insured Information Sheet" to help people understand what the change means and the factors they should consider when working out the correct sum insured for their property.

The Sum Insured Information Sheet can be found at <http://www.iombudsman.org.nz/sites/default/files/Sum%20Insured%20Fact%20Sheet.pdf>

Good Governance for NFPs – Free Guide

The Australian Institute of Company Directors has launched a free guide on good governance tailored to the needs of both large and small not-for-profit (NFP) organisations.

Called "Good Governance Principles and Guidance", it explains ten principles covering: roles and responsibilities, board composition, purpose and strategy, risk – recognition and management, organisational performance, board effectiveness, integrity and accountability, organisation building, culture and ethics, and engagement.

"Good Governance Principles and Guidance" can be downloaded at www.companydirectors.com.au/goodgovernance

Career Pathways for Managers of Volunteers: New Tool

A new tool from Volunteering NZ (VNZ), which aims to assist managers of volunteers, includes a set of competencies, a template on which to plot individual strengths and areas for growth, and a searchable, national database of relevant professional development options.

Because the managers of volunteers across the country have very different roles, the competencies address broad skill areas. However, they also allow people to tailor them to their own individual situation.

More is at www.volunteeringnz.org.nz/volunteermanagers/competencies

Simplified Rules Around Spot Prizes

Currently, when spot prizes are used at events like fishing competitions and fun runs, they can be classed as gambling under the Gambling Act. Organisers therefore have to comply with a raft of rules.

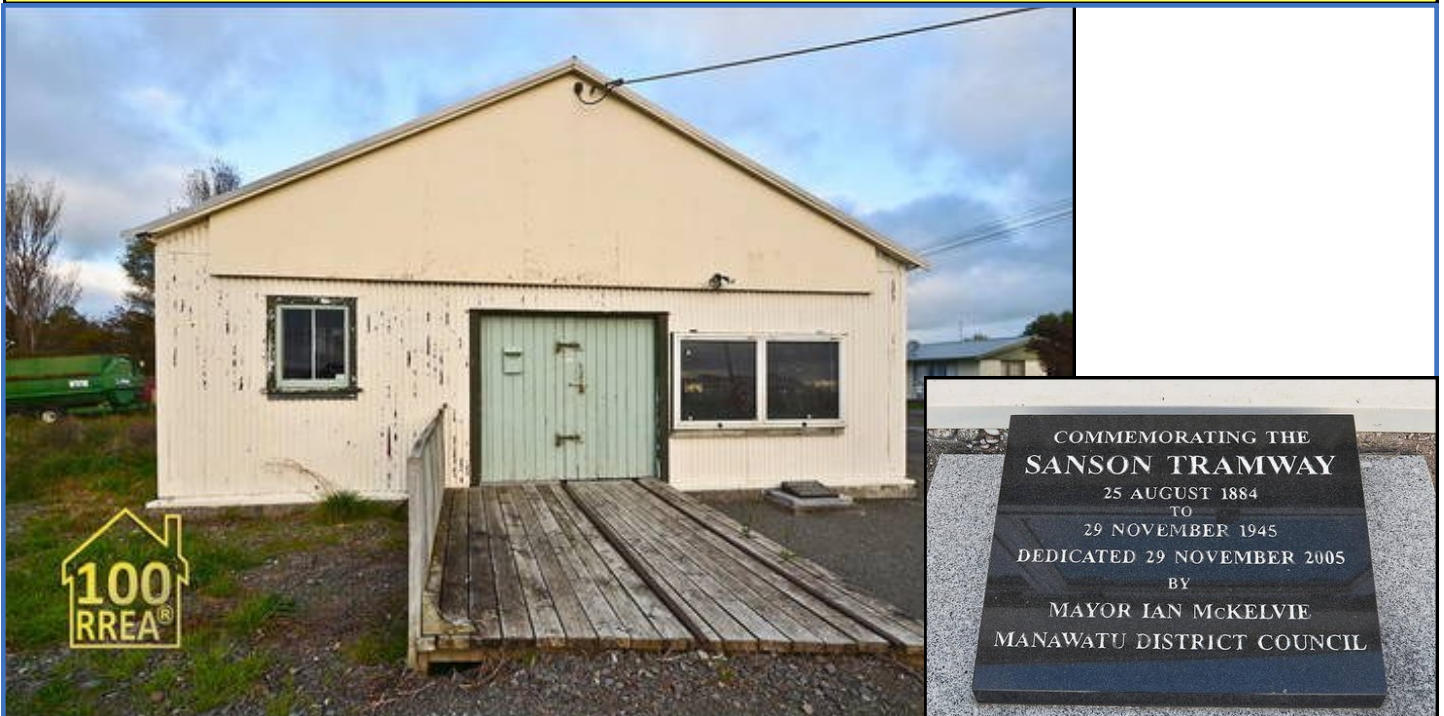
Feedback on a recent discussion paper on the subject indicated that the rules are very restrictive and the paperwork required is onerous, given that gambling is not the primary purpose of these community events.

The plan is now for them to be exempted from the Gambling Act if they meet certain criteria - such as the prize draw being secondary to the main event, the draw being only available to people participating in the event, and the event having a community benefit.

That will mean organisers will be able to offer spot prizes, regardless of the value of the prize, without needing to apply for a licence. The new rules will be in place in time for summer events this year.

More is at <http://www.beehive.govt.nz/release/red-tape-removed-spot-prize>

THE TRAMSHED - EX ICONIC SANSON RAILWAY



5 Wellington Road Sanson \$185,000 Including GST (if any)

Ex The Tramshed seriously for sale. Original tram tracks still there, tram winch, 3 phase power, town water, 180 m2 on 1012 m2 section. Would suit small business, art gallery, cafe stop, potential plus.

The Sanson Railway called The Tramway was formed on country roads built by the council and reached Sanson from Foxton in November 1885. The opening was celebrated with almost the whole population of 200 drawn to the streets to see the tram arrive from Foxton.

Source (article and pictures) : <http://www.primecommercial.co.nz/2034390>

From "Wikipedia"

The Sanson Tramway operated from 1885 until 1945. Owned by the Manawatu County Council, it connected with the national railway network at Himatangi on the Foxton Branch. It was never part of the national network.

After the construction of a tramway (later upgraded to a railway) linking Foxton and Palmerston North, settlers north of Foxton began efforts to have a rail link built to their settlements so they could easily access the port. In 1878 the Foxton and Sanson Railway Company was formed in order to build a line northwards from Himatangi (then named Carnarvon) to Sanson, and it envisaged that the line would become part of a trunk route from Wellington to the north. However, before construction began legislation was passed that made it appealing for the Manawatu County Council to build the line as a tramway and thereby qualify for subsidies. Work started from the Foxton line at Himatangi in 1882, and the line opened to Rongotea Siding on 23 August 1884, followed by Sanson, south-west of Feilding, on 16 November 1885. In 1902, a short extension beyond Sanson was opened to the southern bank of the Rangitikei River, opposite Bulls.¹

The Sanson Tramway was initially operated by the steam tram *Hibernia* from Wellington. It was not an adequate source of motive power, and a former Foxton locomotive from the days when the Foxton Branch was a tramway commenced work on the line by the time it was opened to Sanson. As traffic became more substantial, old locomotives were acquired from the national railway network to run on the tramway. As these locomotives were very light, they were just at home on a rural tramway as they had been on the nation's expanding network of railway lines before being displaced by more powerful and substantial engines.

When Foxton locomotive depot closed and passenger services on the Foxton Branch were withdrawn in 1932, through running to Foxton from the tramway ceased. The line received a boost just before World War II when it was required to service contractors at the Ohakea RNZAF Base, and during the war petrol restrictions helped to generate traffic. However, these restrictions ended with the coming of peace and post-war traffic on the line was too insignificant to justify its continued existence. It closed on 29 November 1945.

SAUSAGE SIZZLES SAVED BY FOOD BILL CHANGES

The humble sausage sizzle has been saved.

Food Safety Minister Nikki Kaye has announced changes to the Food Bill that would ensure communities would still be able to continue fundraising involving the sale of food.

"Since the Food Bill had its first reading, people have expressed concerns that it could have placed unnecessary regulation and compliance on community and fundraising groups. We have listened to those concerns and the relevant changes to the bill will go back to select committee for consideration," Ms Kaye said today.

The changes relate to community activities including 'Kiwiana' activities such as sausage sizzles and school fairs.

The changes to the legislation were to provide a flexible, risk-based food safety system that would accommodate about 85,000 food premises and more than 250,000 jobs, Ms Kaye said.

"The Food Bill is comprehensive and replaces the current legislation and regulations plus at least 34 separate sets of food safety bylaws around New Zealand.

"It is challenging to draw the line in the appropriate place on how much regulation will ensure safe and suitable food for consumers when dealing with the differences in scale from a community sausage sizzle through to a multi-national food producer," she said.

[NZ Herald](#)

SPOT PRIZES SAFE FROM LEGISLATION

Internal Affairs Minister Chris Tremain announced that spot prizes at events are also safe.

He said feedback from event organisers and members of the public showed overwhelming support for changes to rules around spot prize draws.

Currently, when spot prizes are used at events such as fishing competitions and fun runs, they can be classed as gambling under the Gambling Act which means organisers have to comply with a raft of rules.

"Public consultation on our discussion document showed the rules are too restrictive and the paperwork required onerous. Gambling is not the primary purpose of these events, so all these regulations are not required," Mr Tremain said.

Under new proposals, events could be exempt from the Gambling Act if they met certain criteria such as the prize draw being secondary to the main event, the draw being available only to people participating in the event and the event having a community benefit.

"That will mean organisers will be able to offer spot prizes, regardless of the value of the prize, without needing to apply for a licence," Mr Tremain said.

The new rules would be in place in time for summer events this year.

[NZ Herald](#)

NEWS FROM OUR MEMBERS

RETURN OF CHRISTCHURCH CITY TRAMS

Ferrymead Tram Tracts reports that trams are scheduled to return to the city streets this year.

The installation of the point work at the former "Clarendon" corner (Worcester Boulevard and Oxford Terrace) is making good progress, with the old rail removed ready for the point castings and new rail to be installed, drainage works undertaken and the base concrete installed for the track around the corner to the rails already laid in Oxford Terrace. Work is scheduled to start shortly on track repairs in Armagh Street. Similarly work on tram shed repairs should now also soon be under way.

Funding will be sufficient to not only allow the staged completion for opening of the existing city loop (likely to be initially New Regent Street to Rolleston Avenue and back (Armagh Street excluded) but also the first part of the extension, along Oxford Terrace and Cashel Street to High Street.

Christchurch Tramway at this stage are targeting an October 2013 opening date for the first part of the existing loop followed by the tram reaching Cashel Mall in the new year.

Generous fundraising offer from Graham Stewart—copies available of his book on pre-earthquake Christchurch. All proceeds to THS

This book takes a look back in time at the city and suburbs before the magnitude 6.3 earthquake flattened much of its iconic structures and heritage buildings. It is a pictorial journey in both black and white and colour of a city in happier times; a book of memories, of a city beloved by New Zealanders and beyond; a city known for being 'very English' because of its style of architecture and many inner-city greens. Punting on the Avon River, dining on the 'strip' in Oxford Terrace, taking a ride on a tourist tram, the Arts Centre, the Pier at New Brighton, and much more, are all part of life in this unique city." Many pages have an early-mid 20th Century photo (often including a tram!) with a contemporary (pre-earthquake) similar view opposite. Graham, and for some of the earlier photos his father W.W. Stewart, were the photographers in most cases. This book is a must-have for those interested in Christchurch and its transport history!

Price \$35 each (from the tram barn at Ferrymead). Additional charge for packaging and posting.

NEWS FROM OUR MEMBERS—CONTINUED

CHANGE OF GUARD AT BAY OF ISLANDS

From May Newsletter BOIVR

Michael Bradshaw is to retire as Operations Manager of the Bay of Islands Vintage Railway on the 30th June 2013. This will bring to an end his hands on role which commenced in October 1984 with the BOI Scenic Railway. In 2000 Mike ran the first steam train into the new millennium and then we lost him to Ffestiniog & Welsh Railway in Wales . In 2005 he disappeared to Ferrocarril in Argentina and returned to us in January 2007

There is no doubt that the BOI Vintage Railway would not be where it is now if it were not for Mike Bradshaw. Mike's contribution is immeasurable. His commitment , knowledge, and skills have been invaluable in getting us where we are today. However like for everyone "father time " has said "enough mate time to slow down"

But one thing we can be extremely grateful for is that Mike has said he will continue to be a volunteer and help out. How Good is That. So Mike on behalf of the Trustees of the BOI Vintage Railway and the railway fraternity both today and from yester year Thank You and all the best for a long and happy retirement .

You have certainly earned it.

J. Davis (Chairperson/Editor)

Yes with the retirement of Mike; the Trustees were pleased to confirm, at their last meeting , the appointment of Matthew (Matt) Troy Peers as the new Operations Manager for the Bay of Islands Vintage Railway.

Matt has previously been a volunteer with the railway prior to his application. The trustees welcome Matt and his partner Wanda to the Railway and wish him well and every success in his new position as he will , no doubt, seek to put his mark on the organization.

Matt is fully aware of the challenges ahead as we continue the journey to return to Opuia.

WAITARA PROGRESS



Left: A mid winter "industrial break" on the WRPS whilst preparing to fit in the new points for the storage & workshop siding.

Right: The first of the restored McKenzie & Holland lower semaphore signals ex Waverley being erected at Waitara Road, Waitara Railway.

Our site at Waitara Road has taken off dramatically during June & is really starting to take shape. It has been a huge effort by all.

Supplied by Denyse Bettridge



STAFF CHANGES AT GVR

Robert Sweet retired from the position of Treasurer of The GVR Charitable Trust Board shortly after completion of the Board's accounts for the current year, at the end of June.

Robert Sweet has given the GVR the benefit of his expertise and skill in managing the Trust's financial affairs for 28 years. Robert, who is a professional accountant, has provided outstanding service to the Trust in this role. His rigorous approach, attention to detail and maintenance of timely and accurate accounts, without exception, have contributed greatly to the GVR's progress, survival and unblemished financial reputation. Additionally, his tireless work in managing the commercial aspects of Thomas weekends has been a major factor in the success of these events. He has also looked after the Trust's insurance and been responsible for raising considerable funding from grants.

Robert has assured the Board that he will continue to work as a volunteer on the GVR where he contributes in many roles including driving and track maintenance. We will also continue to look forward to his superb photography and popular slide evenings at the RES.

David Black
General Manager

RIMUTAKA INCLINE RAILWAY COMMISSIONING OF SHUNT LOCO TR189



On the morning of Saturday 22 June a small crowd of people braved the tail end of the southerly storm to see our shunt loco Tr 189 officially recommissioned. After a couple of years concerted efforts the locomotive has been returned to service and has successfully completed a series of commissioning trials and checks.

Rotary Upper Hutt unveiled a badge which has been fitted to the short hood end, in recognition of the significant support they have put into the project.

The locomotive was purchased from KiwiRail in 2010, and transported to the Trust's Maymorn site, becoming the first locomotive to be stored in our rail vehicle shed. Initial work involved a repaint into original NZR colours, complete with black and yellow bumblebee stripes on the ends. Mechanical work began in earnest in 2011, key tasks involved sourcing components stripped from the loco after it retired from service, including purchase of a replace-

ment air compressor, starter motor, alternator and refurbishment of these items. A full diagnosis and service of the engine and transmission followed.

Thanks to all involved, including Rotary Club of Upper Hutt for a substantial donation towards the purchase of the locomotive from KiwiRail, Cossie Club Upper Hutt for a donation towards one of two new batteries and Trust members who funded and brought the locomotive back into service.

[Story and picture RIRHT Website](#)

MOTAT TRAMWAY NEWS

Issue number 50 of the quarterly MOTAT Tramway journal "Controller" has recently been published.

Included are details of current preservation and infrastructure works and a number of interesting historical tramway related articles.

Controller is available on the MOTAT web site at http://www.motat.org.nz/uploads/files/misc_pdf/controller_50_20pp_digital.pdf

Good reading!

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

DUNEDIN CABLE CAR TRUST

Not a FRONZ member but we are working on it once they form an Incorporated Society. The Dunedin Cable Car Trust are slowly moving forward with their plans. From their latest newsletter:

We will be holding a public meeting at the Hutton Theatre in the Otago Museum on Sunday afternoon 28th July. This is to bring everyone up to date as to where we are, what we need to do and how you can all help!

We are planning a major 'launch' for the project in the summer of 2013. The Trust is currently planning for the event and details will be made available on the Facebook page and through this newsletter.

We will be giving a talk about the Cable Car, having a display and hopefully a trade stall at the Gasworks 150 celebration in Dunedin in October 2013. It promises to be three days of great fun and enjoyment!

FERRYMEAD RAILWAY TRIANGLE COMPLETION

Photos by Glen Anthony from the recent opening.



Alan Burney driving one of the 4 last spikes (Peter Jenkinson, Track Manager looking on).



Nigel Hogg (Ferrymead General Manager) making a speech.



Ribbon - Keith Brown, Peter Jenkinson, Anita Beardsley, (Nigel Hogg in Cab).



The official train

LURKING AT LINWOOD

Supplied by Bryan Blanchard, this story and pictures come from railway photographer, Wilson Lythgoe

The steamy heart of the railways at Christchurch

The joys of sixties railfanning.....turn up at the loco shed, go to the office, ask permission to wander round (always given) and off you went. I can't ever remember being refused although I think it was customary to visit when the big brass weren't around with weekend and night being favored times. The rules, as learnt from my peers, were quite simple: look but don't climb on the locos, keep well clear of anything about to or on the move and act responsibly. There was also the blend in principle but that was a bit hard to follow if you were toting a camera and tripod. You were always aware that if you did something stupid yourself and others, by your actions, could be barred from the premises.

Sunday afternoons were a prime time to visit and there was always something different from your last visit. I never gave the surrounds and background much thought at the time, it was just something that was there, but looking at some of these photos now there can much of interest other than the locos.

Left: Take this shot of Ab660 waiting cutting up on 24 November 1968 for instance. I would have been taken it as I hadn't seen the loco before and to help complete my collection. It was purely an engine shot with no thought given to any of the surrounds. Check out the large quantity of lighting up wood surrounding 660, then in the background the depot coal ramp with an empty wagon on it. There doesn't seem to be much coal underneath the ramp but then the days of steam were fast drawing to a close. Behind the coal ramp lies the Christchurch Gas Works for so long a part of the Christchurch scene.



Right: It looks as if it had been raining in the previous photo and the rust on the rails in this one confirms it but by now the sun had come out. On the left is Ja1270 with smokebox door



open with fire obviously lit and then Ja1253. A small amount of smoke seems to be coming from just behind 1253's headlight so there must have been a fire in her as well. The night express to Dunedin was due out at 10.55pm that evening so I presume one loco would run the train and the other would be the spare. Representing the future of the Railways are Dg785, now over ten years old, and two year old Di1104.



Left: Linwood Loco faced west and on a sunny day, late in the afternoon, the light could be good. In this instance though it's just a shame the photographer didn't bother to remove the sheet of newspaper from the bottom right of the photo! From the right we have Ab692, J1227, Ja1269, Ab724 and Ab798.

Left: Come the 28 January 1969 it was two

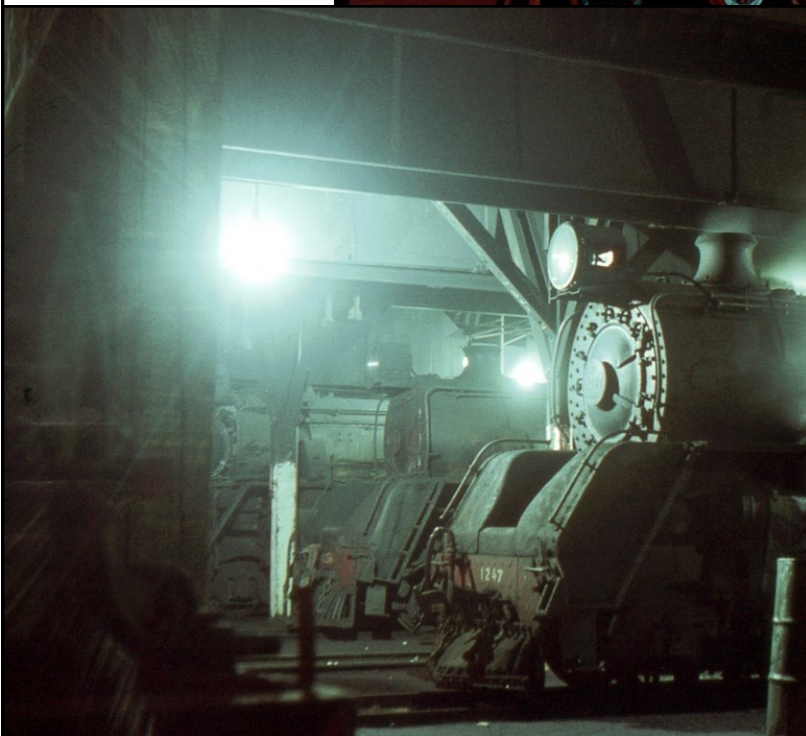


months closer to the end of steam but some of the Christchurch Ja's and Ab's were still in daily use. It only took eight seconds at f4 to capture Ja1266 resting between labours.

Right: There wasn't quite as much light outside the shed and it took four minutes to take this shot of Ab798. Probably a minute too long but with the help of modern technology its become quite a

presentable photo. With that length of exposure you lived in hope that your tripod wouldn't move or someone wouldn't walk in front of the camera. These days you can look at the digital result immediately and reshoot as necessary. In the sixties film was expensive, well on my income it was, and you never saw the result until sometimes weeks later when the film was developed.

Left: I've looked closely at this shot and am sure



Ja1247 is in steam. On an eight second exposure there seems to be just a slight heat haze coming from the chimney.

Right: It's now a Friday night in August 1969 and J1234 simmers outside Linwood flanked on either side by diesels. The J would have either arrived off the northbound express or would be waiting to head off later that evening with the overnight express to Dunedin.



Right: On the far right of the loco shed was a two road shed, joined to the main shed, where the six Ec electrics lived when not shuttling back and forwards between Christchurch and Lyttelton. First in line were Ec12 and Ec9 in a shed that looks as grimy and grubby as its steam counterpart.



Of the steam locos pictured Ab660 & 692 had already been withdrawn from service while J1227 and the other two Ab would be withdrawn in March 1969. Four of the Ja would also be withdrawn during 1969 although 1253 and J1234 would remain on the books until the final end of steam in 1971. It would soon all be over.....

MEMBERS CLASSIFIEDS

WAVERLEY SHUNT LOCOMOTIVE

The Friends of the Waverley Railway Station Inc will cease to exist when the Lease of the Waverley Railway Station property expires at the end of November 2013.
SIMPLEX SHUNTER ENGINE.

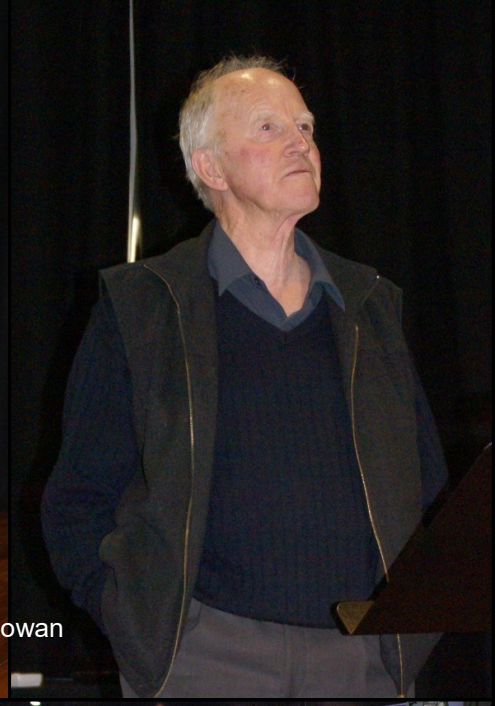
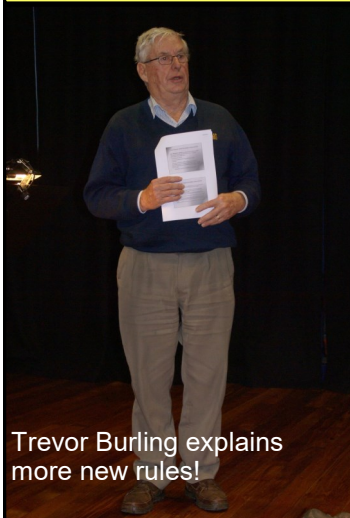
Tenders are invited for the purchase of a Simplex Shunter (Ex Patea Freezing Co). The unit is powered by a Dorman Diesel engine and weighs around 13 tonnes.

It may be viewed at Waverley by arrangement with Bill O'Connell, phone 06 346 5231 or Merle Woodill, phone 06 346 5566.

Tenders close at 5pm on Friday 30th August 2013 to Merle Woodill, 29 Weraroa Road, Waverley or Email:

m.woodill@xtra.co.nz

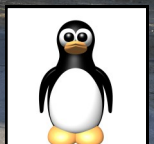
SOME PEOPLE PICTURES FROM FRONZ CONFERNECE 2014—BY DAVID MACIULAITIS



Great local hosts: Harry Andrew, Arthur De Maine, Bill Cowan



Left: A late night visitor



PICTURE OF THE MONTH



No trains, trams, or even famous people this month. Here we have 101 year old Lake Wakatipu icon, the Earnslaw at Kingston 30nov1968 on an NZR&LS excursion trip ex Dunedin. *Wilson Lythgoe photo.*

Not the most colourful scene, everything is cream or beige and all the people on the wharf are wearing brown! So much for being in the middle of the psychedelic flower-power period!

Sadly the local rail icon, the Kingston Flyer, appears to be entering yet another period of an uncertain future.

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