



JOURNAL

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PLEASE SEND CONTRIBUTIONS TO EDITOR, SCOTT OSMOND, BY E-MAIL : scottosmond@xtra.co.nz

IN THIS ISSUE

FRONZ Conference 2014	1	International Rail Heritage News	6
FRONZ Web Site	1	Shirley Temple Rail Connection	8
Level Crossing Speeds	2	How to be a Tycoon	8
Heritage Railway Technical Forum	2	Southland Experience—Part 1	9
News From Our Members	3	Picture of the Month	8

FRONZ CONFERENCE 2014

Registration will be open early in April for FRONZ Conference in Wanganui at Queens Birthday Weekend 30 May to 2 June.

Railway and Tramway Operators will have an opportunity to discuss issues with the new NZTA Rail Section Manager and his team and understand the impact of the recent ATRS report on rail safety management in New Zealand and how it will change. Changes are taking place to ensure rail issues are given the same priority in the NZTA structure as road-going issues. FRONZ is committed to getting the best outcome for its members and ensuring NZTA appreciates the demographics of the heritage rail sector. We suggest that ALL rail operating members understand how important it will be to attend the conference for these important discussions.

Of course as well as the serious stuff we will be enjoying the hospitality of our host group SteamRail Wanganui, hearing from other interesting presenters some old, some new, taking a cruise on the Paddlesteamer, Waimarie, and also a look at some planned exciting progress with the new Wanganui Tramway.

So lookout for the notice that registrations are starting and get in early. The usual online registration will be available on our new look web site www.fronz.org.nz

FRONZ WEB SITE

By now all FRONZ members should have all received an email from FRONZ with login details for our new website.

We decided it was time to move out of the 1990's and update our website and we took the opportunity to add some new features too.

Login details have been emailed to people listed with us as primary contacts for your organisation. That person needs to log in to the FRONZ site and follow the instructions. Once logged in you can add more contacts for your organisation and most importantly, everyone can keep their own details up to date. Contact details listed are available to other FRONZ member organisations making it easier to get in touch with others, but they are not publicly visible.

We highly recommend that you list your website as this provides a link on our 'Members' page in the public part of the site making it easier for people from around the world to find your website and potentially visit your organisation.

If anyone has any problems, please email George on admin@fronz.org.nz.

Thanks to George King and Stefan Van Vliet for their work on the web site.

Remember the onus is on yourselves as members to keep your contact and web site information up to date for the benefit of other FRONZ members and more importantly to keep the public in touch with your operation.

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

LEVEL CROSSING SPEEDS

FRONZ has formally written to Kiwirail regarding the issue of level crossing speeds for wooden bodied carriages. Here is a copy of the correspondence.

Rick van Barneveld
Infrastructure & Engineering General Manager
KiwiRail I&E

In 2013 the Federation of Rail Organisations of NZ (FRONZ) supplied information regarding the above to Mr Andrew Hunt requesting that a review be carried out with a view to increasing the speed of trains with wooden carriages in the consist at level crossings. I have spoken to Andrew a couple of times recently and understand that due to his workload he has been unable to progress our request. We therefore ask if you could assist by allowing Andrew to allocate sufficient time to sorting out this outdated restriction.

The restrictions on our carriages at level crossings stems from the 1993 level crossing accident at Rolleston following which TranzRail made a unilateral decision to reduce line speeds and impose level crossing speed restrictions which now, 21 years on, needs to be removed.

These restrictions have minimal safety value and have resulted in:

- Lengthened running times.
- Shortened or cancelled planned activities at the excursion destination.
- Unnecessary brake block and rigging wear adding considerable cost to our members business.
- Extra coal/oil & water consumption on the locomotive through having to accelerate back up to speed from each speed restriction.

The information supplied refers to passenger train accidents at Public level crossings between January 1993 & January 2013 (a 20 year period.) During that time there have been 40 collisions between passenger trains and motor vehicles. This equates to an average of 2 per-year. In only two of the collisions (1993 & 2001) were any rail passengers injured. For the remaining 38 incidents no rail passenger was harmed. 12 of the 40 incidents occurred at 4 level crossings in the Henderson region in Auckland.

The last rail passenger injury at a level crossing was in 2001 where no damage was sustained by the rail carriage. Heritage trains commenced operation in 1979 with vehicles placed into service by Steam Incorporated and the Railway Enthusiasts Society. During the time scale of the statistics (Jan. 1993 to Jan. 2013) no heritage train conveying passengers has been involved in an accident at a public level crossing on the National Rail Network. In the time period of the statistics no rail passenger on a heritage train has ever been injured at a level crossing, further more no side impact collision has ever occurred at a level crossing involving a heritage passenger train.

In 2010 Australasian Transport Risk Solutions (ATRS) was commissioned by ONTRACK to review these restrictions during which they conducted a review of Heritage operations in 10 overseas countries. Outside of Australia where speeds of 80 km/h, 110 km/h & 115 km/h are allowed, Heritage train speeds were found to be a universal 80 km/h for wooden bodied vehicles. The review found that the issue of side impact resulting in intrusion does not appear to be a factor in any of the reviewed countries. The review could find no international example in support of the N.Z. 40 km/h speed restriction for wooden bodied carriages over protected level crossings. A similar review was expressed in regard to passing trains. The review was unable to find any NZ or international code of practice or standard in relation to Heritage vehicle strength or crashworthiness. By world comparison with similar Heritage Rail Organisations, the facilities, engineering equipment and expertise in practical aspects of restoration is commendable according to the reviewers. The risk review also undertook a limited review of the mainline operation and technical ability and competence of the heritage sector against other international Heritage Groups on the mainline networks in ten countries. The operation and technical standard was found to be equal to world best practice standards.

The FRONZ mainline operators believe a review is long overdue and would encourage KiwiRail to consider the importance of the information we have supplied that clearly indicate these restrictions are not based on relevant risks and need to be removed.

HERITAGE RAILWAY TECHNICAL FORUM

James Whyte from Weka Pass Railway has created a Heritage Railway Technical Forum to fill a gap for those "hands on" types who may want to discuss issues related to problem solving in our industry.

The forum can be found at <http://www.wekapassrailway.co.nz/forum/>

Membership will be vetted to meet the needs of problem solving that groups tend to do in isolation.

NEWS FROM OUR MEMBERS

OCEAN BEACH RAILWAY NEWS

Great leaps and bounds have been made in the track project, which now covers the entire mainline between the new locomotive turnout and St Kilda Station. Credit to organizing most of this work can go to the new Assistant General Manager, Mike Kilsby.

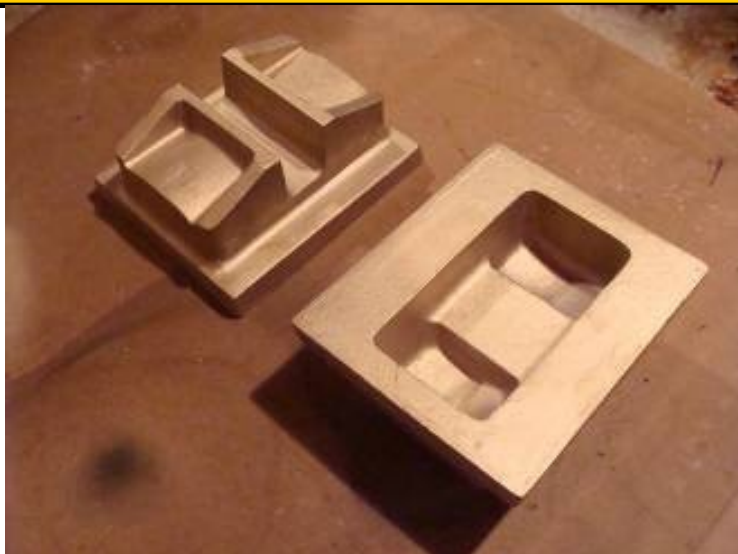
DS203 has had the side wall on the drivers side repaired, now work has moved to the front of the engine with Mike Cowan taking the lead.

A67's smokebox has had some work done on it to ensure the steam piping seals better than what it has in the past. Murray continues to make progress with F111, with two new slide valves being cast for the engine. The next stage will concentrate on getting the side rod brasses sorted. Investigations are continuing with a new boiler.

The running fleet has all had their annual checks and have come through fairly well.

A 210 looks a lot more complete from the outside. The carriage is making good progress.

This year sees two of our engines hit 60 years old, DS203 and DSA252. Looking to get them both tidied up this year as a well deserved birthday present.



Above: New valves cast for F111 in as cast condition. The Ocean Beach Railway will also be assisting the Silver Stream Railway with casting more for L509

WAITARA RAILWAY PRESERVATION SOCIETY INC.

Denyse Bettridge keeps a daily diary of events at Waitara Railway Preservation Society. There are people working and visiting the railway almost every day as well as Sunday running twice monthly, plus charters, with their train and locomotive Dsc 2584. Here are a couple of amusing excerpts from the January update.

Track inspection by Paul Heighton. One set of points to close in on wide gauge at the frog area. This was built like this by a Tranz Rail track gang & had been thermit welded just sometime before the line was mothballed.

Frustration with Couriers—steel bending tool sent before Xmas still not arrived. Had a ring re the bending tool, ended up at Gisborne, well Gisborne is a long way from New Plymouth. On the other side of the island from us! Picked up the bending jig & is a good useful tool.

Someone left 19 panes of carriage windows on the side of the track at Richmond Road for us (who?) MANY THANKS. Ben & I picked them up.

Mike & Denyse entertained Mikes cousin who is a Railway Infrastructure Engineer from the Swiss Federal Railway. Interesting listening to hear about the building of the 50km long rail tunnel under the Alps with a station built in the middle 800metres underground. Apparently skiers will get off the trains & go in lifts up to the ski fields 800 vertical metres. Enjoyed his trip on a motor trolley & spent some time examining the bridge in detail. Big drop from engineering 200kmph railway infrastructure down to our 20kmph railway, opening electric fences & herding cows that are put there to keep the vegetation under control! Not seen that before.

RAILWAY ENTHUSIASTS SOCIETY/GLENBROOK VINTAGE RAILWAY

A very successful weekend of steam hauled excursions based from Hamilton using RES Mainline carriages and Mainline Steam Ja 1275 was held.

Always on the lookout for additional attractions at GVR a model train and Meccano show was held at Waiuku. Another Thomas weekend was held on 1, 2 March.

GVR now has two operating steam locomotives Ja 1250 and Ww 644. Ja 1250 will not be used for mainline excursions until after its 10 year boiler overhaul is completed next year.

The third mainline carriage that RES had overhauled at Hutt workshops is being brought up to completion and two other ex NZR carriages recently acquired are being moved from Parnell to Glenbrook for a start on refurbishment.

"OPEN DOOR POLICY" AT PLEASANT POINT

Two photos from Bryan Blanchard of work going on at the front end of D16 and Ab699 at Pleasant Point.

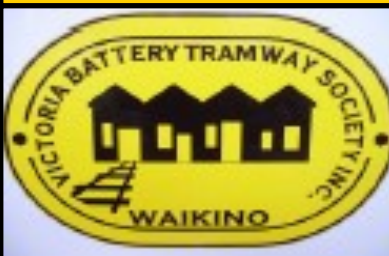


FERRYMEAD FLOODS

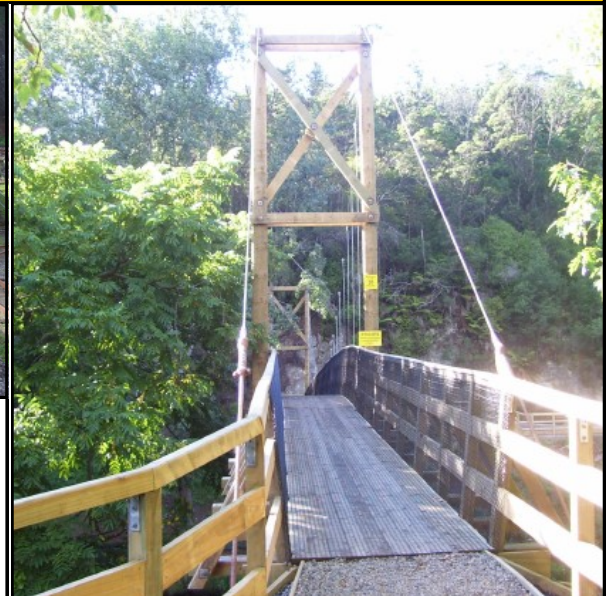
The March flood in Christchurch was captured by Peter Jenkinson. The photos below show the flooded tramway and almost flooded railway. From CRS "Branchlines"



VICTORIA BATTERY TRAMWAY SOCIETY



We received a newsletter from the Victoria Battery Tramway Society. Their site on State Highway 2 between Waihi and Paeroa has had a busy summer with good numbers of visitors thanks to an expanded cycleway and new DOC built swing bridge over the Waikino river. Members are busy not only running trains but also on their museum and restoration of gold mining artefacts.



STEAMRAIL WANGANUI

From the newsletter of our FRONZ 2014 Conference host group SteamRail Wanganui.

January 18th -20th: Over the Wellington Anniversary long weekend, more commonly known now in Wanganui as Heritage Weekend, SteamRail Wanganui opened its doors to the public to show off our rail history that we are restoring. We were asked by the organiser of the weekend to open our doors and at first it was meant to tie in with Mainline Steam coming to town to run trips to Castlecliff, East Town and Kai Iwi, but due to loco problems this had to be postponed to a later date. The main highlight for SRW over the weekend was our Steam Crane E120 ex the East Town Workshops engines being powered by steam for the first time in over 25 years. This was achieved not only by all the work Hamish Coull and Ewan Pound had put in freeing up and cleaning the engine parts as mentioned in previous newsletters but also a big thanks go to John Munro and the Steam Traction Society team for bringing up a Traction engine from Maewa to supply the steam so the crane engines could be running for the public to see them working. We also had our locos, trolleys and other items on display. We were amazed at how many people turned up to have a look. This was a great weekend for publicity for the club and we will look at doing more of these. Thank you to all members who helped out over the weekend.



RIMUTAKA INCLINE RAILWAY HERITAGE TRUST

From the RIRHT Newsletter.

We now operate trains at Maymorn on the second Sunday of each month, 10am-4pm.

Our next two train running days are: **13 April 2014, 11 May 2014**

We have rides available in the cab of our shunting locomotive Tr189, jigger rides, with other carriages and locomotives on display, along with posters and information about the Trust. Rimutaka Lions Club also assisted with catering from their mobile kitchen.

After five long days of effort by Trust volunteers, steam locomotive Ab745 arrived at Maymorn on Wednesday 30 October.

The locomotive frame, boiler and many stored parts were prepared for transport over Labour Weekend. The frame and boiler were brought out of the Stratford goods shed ready for lifting onto trucks. On Tuesday 29th the frame was loaded onto a long trailer, the boiler onto a 8m truck trailer and various parts stowed on and around the main components.

The weather was a key factor in the move, much better than what had been forecast earlier in the week.

A big thanks to the members of the Taranaki Flyer Society for their hospitality and help over the weekend, and to Hammond Crane and Cartage of Upper Hutt - lead contractor for transport from Stratford to Maymorn.

NELSON RAILWAY SOCIETY NEWS

Wf 403

The boiler was filled with water to test. One or two tubes had to be re expanded and then the flues needed to be seal welded at the fire-box end, a small leak at the dry pipe was also fixed .

Next step is to refill boiler and resume the test. Prices are being obtained to manufacture ten super heater elements, also more pipe nuts and bolts.



Tank stand nearly finished

TR 62

The TR has been painted red, grey roof and yellow head stocks. The windows have been resealed and the two front ones replaced due to cracks .Our electrician Mike Pownall has nearly finished a complete rewiring so it will be good to have everything in good running order again

INTERNATIONAL RAIL NEWS

HISTORY IS MADE AS TEN MILLIONTH PASSENGER BOARDS PUFFING BILLY

History was made on Thursday 20 March 2014 as **Stacey Faletose** from Berwick in Victoria boarded Melbourne's Puffing Billy Railway becoming the railway's ten millionth passenger since the Railway was reopened by the Puffing Billy Preservation Society in 1962. Stacey was travelling on Puffing Billy with her husband Lucas and their son Tapa (4 years) and their 13-week old baby Melia.

"I wasn't aware that Puffing Billy was so close to achieving such a huge milestone – we had just decided last night to have a family outing to Puffing Billy as we had never been on Puffing Billy before and we thought we'd make the most of the nice autumn weather – so it was a big surprise to be told I was the 10 millionth passenger to board the train!" Stacey said.

"I'm really excited to be part of such a special event for Puffing Billy and will hold the milestone as being the 10 millionth passenger very close to my heart. It will be my new claim to fame and a memory my family and I will remember and talk about for a long time to come," Stacey said.

Puffing Billy Railway CEO, John Robinson, said the milestone was another significant chapter in the railway's history and paid credit to the entire Puffing Billy team and 10 million visitors for making it possible.

"This record is a credit to the staff and huge band of dedicated volunteers who, over the years, have laboured tirelessly and given their time freely to preserve Puffing Billy for the enjoyment of all Australians and overseas visitors," John said.

"This achievement would have never been possible without all of our wonderful passengers who continue to visit us each and every year and share the Puffing Billy experience with their friends and family. We have passengers that have been riding the railway for many, many years, and also babies and children who are experiencing their first ride. It is wonderful to see so many people who love and cherish what we have created here at Puffing Billy."

RAILWAY COMPANIES SUPPORT HERITAGE RAIL IN THE USA

Despite some negative stories about rail fan photography in the USA, some of the big railway companies actually provide facilities for railfans to take part in their hobby. The March 2014 Trains magazine features the Golden Spike tower in North Platte, Nebraska, where there is a viewing tower overlooking the largest rail yard in the world. In addition to the busy Union Pacific railyard visitors can see railway displays and shop for gifts.

More information at GoldenSpikeTower.com.

Another location in Fostoria, Ohio has a 5 acre viewing area adjacent to 3 double track mainlines that intersect within the area. The Fostoria iron Triangle Rail Park features over 100 freight train movements a day. See www.fostoriairontriangle.com.

In addition to the Union Pacific Big Boy restoration, the same edition of Trains also mentions the restoration of a 1944 Baldwin 2-8-0 steam locomotive by Alaska Railroad Corporation, and the Norfolk Southern Railway has four 1950's classic EMD diesels being fully restored internally with new engines and alternators plus full re-wiring.

It is certainly good to see these companies recognise the value of their heritage and support the contribution made by railway enthusiasts to their operations.

The only mainline viewing structure I am aware of in New Zealand is the lookout at Raurimu and there is a photographers stand built by the Plains Railway on their railway near Ashburton. Any others?



NORTH BRITISH LOCOMOTIVE PRESERVATION NEWS

The North British Locomotives Newsletter reports on a new restoration project by the West Somerset Railway to re-build steam locomotive 61662.

This will bring back to life an LNER B17 4-6-0 from the group of 25 of the class known as the "Footballers", simply because they were named after football clubs in towns and cities which were served by the London and North Eastern. This batch of the engines was particularly associated with the Great Central line and the loco shed at Leicester from which one diagram took them via Banbury to Swindon. 61662 was named "Manchester United".. The final examples of the B17's were taken out of service in 1960, early victims of the dieselisation of the former Great Eastern lines which had become their area of operation. Many of the nameplates which featured a cast football and the club colours (including hoops and stripes where applicable) in a section beneath the name itself were presented to the clubs after the locos were withdrawn. Hopefully we will see 61662 on the WSR in the future when it will be the first of its type to come to Minehead'.



ACTRESS SHIRLEY TEMPLE'S RAIL CONNECTION

From Trains Magazine, 11 February 2014

LOS ANGELES – Actress Shirley Temple Black, the biggest child star of the 1930s, died Monday at age 85. Temple's varied career saw her rise from child star to U.S. ambassador to Czechoslovakia under President George H. W. Bush, and in her work had—at least—one role in railroading.

In 1937, the Los Angeles Railway was putting its first PCC streetcars into service, and was looking for a way to publicize their arrival. From 1935 to 1938 Temple was the nation's top box-office draw, and the railway scored a major coup when it was able to get her to appear when it introduced the first car. On March 23, 1937, Los Angeles Mayor Tom Shaw and Temple unveiled Nos. 3001 and 3002, in a ceremony in front of city hall. Temple donned a conductor's hat and served as the first "fare collector" on the car.

Public reaction to the PCC cars was favorable, and Los Angeles ultimately purchased a total of 165 PCCs between 1937 and 1948.

Car No. 3001 was used until the abandonment of all streetcar service in 1963, the year it came to the Orange Empire Railway Museum. It has been restored to its as-delivered color scheme, which it wore from 1937 until repainted by the Los Angeles Transit Lines in the late 1940s.



*A newspaper clipping of Temple with PCC No. 3002.
Photo by Market Street Railway*

HOW TO BE A TYCOON - START AT THE STATION

Here's a story found on the internet about how one Railway Station Manager in the USA became a tycoon by grasping an opportunity. How is it relevant to rail heritage? - Not at all but it is a great story!

How Richard Warren Sears went from Railroad Station Manager to Business Mogul in 8 Incredible Steps! Richard Warren Sears. He's the Sears part of Sears, Roebuck and Company, the famed American mega-department store chain. But how, you might wonder, did this 19th Century businessman create his global empire? How did he get from his job as a railroad station manager into the title of undisputed king of catalogues and a multi-billion dollar empire?

His story is inspiring. It is educational. It's history. And his cunning, vision and entrepreneurial spirit gives hope to any businessperson starting out with only the spark of a dream.

1886. Richard Warren Sears is the station manager for the Minneapolis and St. Louis Railway in Redwood Falls, Minnesota, USA. Richard Sears is offered a shipment of gold watches which were refused by a local jeweller. Knowing that the United States has just implemented time-zones, he realizes the importance watches will have on businesspeople, particularly railway workers and farmers. Sears takes possession of the watches on consignment (no payment up front). He will keep all profit earned over the stated value made on each unit. He peddles the fancy gold watches to station agents, train engineers, farmers and passers-by. People in other towns along the rail line hear of the watches; Sears arranges delivery via rail. Within a few short months, he nets a \$5,000 profit.

1887. Sears moves to Minneapolis and founds the R.W. Sears Watch Company. With a savvy Marketing campaign utilizing flyers, he transforms his company into a mail-order business. He takes orders and utilizes the railroad for delivery.

1888. Sears partners with Alvah Roebuck to form the Sears, Roebuck Company based in Chicago, Illinois.

1893. The first Sears Catalogue is published. It offers only watches.

1897. The Sears Catalogue expands to include men's and women's clothing, basic farming equipment, tableware, houseware, footwear and bicycles.

1899. Through his savvy advertising and marketing, and through his ingenious use of the railroads as a delivery system for catalogues and products, the Sears Catalogue, now a whopping 500 pages, is reaching 300,000 homes!

Sears established its first fixed-location store in the 1920s. It quickly grew into a mega-chain with locations throughout the US. It remained the largest American retailer until the mid-1980s.

It's not too bad for a guy that began as a railroad station manager and bought a bunch of unclaimed watches!

SOUTHLAND EXPERIENCE—PART ONE.

Your Editor has recently been for a break in Southland where we stayed with relatives who have lived there all their lives. My wife's uncle was particularly interesting as he had spent all of his younger life in timber mill towns where his father worked. As such they moved every couple of years to follow the work as timber areas were worked out. We were fortunate that we were taken on three road trips while there, which included the most fascinating Catlins where we saw the few remnants of two railway branch lines, and west through Riverton as far as Orepuki. I will include some images of remnants of these branches in the next few issues of Journal.

We flew into Queenstown and did a run-by Kingston. The images following show the state of the Kingston Flyer operation as it has been left by the present operator. The formation of the Lumsden-Fairlight line has actually been significantly cleared in the last couple of years to form a cycleway, but the formation south of Lumsden towards Invercargill is barely recognisable as it has mostly been taken over by farming operations.



The fenced depot and rolling stock storage area. Shiny new crossing signs look somewhat ironical.



SOUTHLAND EXPERIANCE—MORE KINGSTON IMAGES



*Kingston pictures taken by
Scott Osmond
20 February 2014*



PICTURE OF THE MONTH



Your editor took this picture while visiting the Ocean Beach Railway on Sunday 23 March as part of the FRONZ annual Executive Meeting Weekend which this year was held in Dunedin, where we met to discuss current issues and visited member sites in the city.

Your FRONZ Executive undertake most of their discussions effectively via an internet group but it is always worthwhile to get together at least once a year as a team to discuss business and visit some of our members at their place. Apart from at the Annual Conference this is often only one of no more than two times we meet during each year.

FRONZ CONFERENCE WANGANUI
30 MAY—2 JUNE 2014

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