



JOURNAL

**JULY 2014
ISSUE # 134**

PUBLISHED BY FEDERATION OF RAIL ORGANISATIONS NZ INC : P O BOX 140, DUNEDIN 9054

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

IN THIS ISSUE

NZTA Rail Manager	1	News From Our Members	4
Tunnel Operations	1	Member's Classifieds	6
Tracksafe Promotions	2	FRONZ Conference Memories	7
FRONZ Award Clarification	3	International Rail News	8
COTMA Conference	3	Southland Experience—Tuatapere	10
FRONZ TV/File Web Page	3	Photo of the Month	12
Rail Safety Week	3		

NZTA RAIL SECTION MANAGER CHANGE ANNOUNCED 2 JUNE

As you would be aware, Russell Burnard completed his contract with the Agency on Monday 30th of June. We are currently recruiting for the permanent Rail Safety Manager. Applications for the role closed on the 23rd of June, with interviews scheduled in the next couple of weeks. Experience suggests that these appointment processes take longer than you initially expect and so we have taken the decision to appoint an experienced regulator for a 4 month secondment. This will ensure that the progress we have made under Russell's leadership continues as well as providing for a good transition to the permanent manager

I'm pleased to announce that Debbie Despard will join the Transport Agency on Monday 7 July 2014. Debbie is currently Director Gambling Compliance at the Department of Internal Affairs. She brings significant experience in regulatory management to us, having led the gambling regulator for some years. Debbie is eager to add value from a regulatory and a leadership perspective. She will continue the building of effective stakeholder relationships, seeking out and establishing key partnerships both within NZTA and externally with stakeholders and other regulators. One of Debbie's first priorities will be to make contact with you. She is very much looking forward to working with you and your organisations.

In the interim, please contact your Client Manager directly if there are any issues. Merv Harvey will be dealing with issues that you would have normally raised with Russell.

Kind regards
Robyn Elston
Acting Group Manager Access and Use.

MAINLINE TUNNEL OPERATIONS

On 9 July FRONZ executive members, several FRONZ mainline operators, Kiwirail Scenic Journeys and Taieri Gorge Railway were involved in an initial meeting with Kiwirail, to consult on the operation of Passenger trains in Category 1 tunnels (these being Kaimai, Rimutaka, Tawa 1 and 2, Lyttelton, Otira, Mikiwhaka).

The plan is to carry out a risk assessment for Passenger operations in these tunnels initially. To begin this project, the group did an initial review of current controls and possible additional controls and it was noted that we need a wider group to complete a full risk assessment which will be done in due course.

A possible end result could be a "tunnel operations matrix" showing what heritage rolling stock could operate in what tunnels based on the risk assessment outcomes. An example matrix was reviewed at the meeting.

FRONZ President Grant Craig says it was positive that our input was sought in the operation of our rolling stock.

The main issue was fire suppression to locomotives, railcars and generator cars and what to do with emergency stop handles when travelling through tunnels (Having volunteers manning carriages to stop the use of handles when travelling thru the tunnels or some how cutting them out).

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

TRACKSAFE POSTERS COMING TO FRONZ MEMBERS

TrackSAFE NZ has now finished consulting with a reference group of FRONZ members and has agreed and finalised some new rail safety posters for FRONZ organisations.

TrackSAFE Manager Megan Drayton says the posters will be distributed to all FRONZ members in the coming week in the build up to Rail Safety Week (11-17 August).

"We hope the groups will be happy with the posters and will display them around their sites," she says.

Twenty posters will be sent to each group, and two other creative versions will be available for the groups (and the general public) to download from the TrackSAFE website – www.tracksafe.co.nz.

Following a request at the FRONZ conference, TrackSAFE has also developed a poster specifically for tramway groups.

Megan says "the theme of the posters is "Be TrackSAFE and Age Gracefully" - which captures some basic rail safety messages but makes the poster relevant to heritage groups in particular.

"We really hope we can increase the overall awareness of rail safety with the New Zealand public, by reaching the thousands of people who visit FRONZ organisations every year.

"It's such a positive thing to be involved in and we're really grateful for the support of FRONZ and all the member groups that have helped with this campaign."

"And of course a big thanks also to D.L.A Turner for the amazing photos," she says.

For further information please contact megan.drayton@tracksafe.co.nz

**BE TRACKSAFE
AND AGE GRACEFULLY**

**ALWAYS STOP, LOOK
AND LISTEN FOR TRAINS**

**CROSS ONLY AT DESIGNATED CROSSINGS
OBEY THE WARNING SIGNS AND SIGNALS
STAY FOCUSED AROUND RAILWAYS**

Supported by:

FEDERATION
of RAIL ORGANISATIONS
of NEW ZEALAND
INCORPORATED

trackSAFETM
FOUNDATION NZ

Rail
Safety
Week
11-17 August 2014

Photography by: D. L. A. Turner

BE TRACKSAFE AND AGE GRACEFULLY



Supported by:



The two Tracksafe rail safety posters which will be sent to all FRONZ members

FRONZ AWARD SPONSORSHIP CLARIFICATION

One clarification on the previously reported sponsorship for the Steam Locomotive Restoration Award, this year won by Steam Incorporated for Ab 608.

This award is jointly sponsored very generously by Tai Poutini Polytech and Shantytown. Both organisations give \$1000 which goes to the organisation restoring the winning locomotive

Thanks to Ian Tibbles for clarifying this.

COTMA 2014 CONFERENCE – SYDNEY OCTOBER 2014

Details of the Council of Tramway Museums of Australasia Inc. (COTMA) Conference are now available on the COTMA Website including the detailed conference program, the Partners Program and the Booking form – see cotma.org.au/conference.html or the Sydney Tramway Museum conference page www.sydneytramwaymuseum.com.au/cotma/ for more details on the program and the booking forms as well.

If you would prefer, it is possible to scan and email the form back to David Critchley directly rather than posting. For any questions regarding the conference arrangements and bookings, please E-mail: David Critchley—eclass436@gmail.com.

Pre and Post Conference Tours

Richard Gilbert and Peter Hyde are busy finishing off the Pre and Post conference tour arrangements and the booking form for these should be available by mid-July. The approximate cost for the post conference tour will be \$550 to \$600 and about \$280 for the pre-conference tour. The method of booking is currently being sorted out and will be advised in the tour program. As soon as these are available they will be made available on the COTMA and STM websites. Please keep checking in.

See the COTMA or the STM website for the outline details of these tours.

FRONZ TV/FILM WEB PAGE

FRONZ is pleased to announce that we now have a page on the FRONZ website dedicated to film and television opportunities among member organisations. As we all know, heritage and scenic railways play a major part in film and television production. Here is a way for your organisation to show the industry what you have to offer.

If you have photos of film/television/advertising production or scenes that may be of interest to these companies, send them to us and we'll post them on the web page.

Here is a link to the page: <https://www.fronz.org.nz/film.php>

RAIL SAFETY WEEK



Pedestrian safety is the focus for this year's Rail Safety Week (11 – 17 August 2014).

The campaign focuses on deterring trespassing - the leading cause of railway related deaths in NZ - and encouraging safe behaviour at stations and pedestrian crossings. The theme is 'Use your brain, tracks are for trains', a message that highlights that you are responsible for your own safety.

It's easy to forget that being near trains and tracks can be dangerous. Every year people die or are seriously injured because they are not alert to the risks.

Rail Safety Week is an annual Australasian event organised by KiwiRail and Tracksafe New Zealand and by the Australian Rail Association in Australia.

NEWS FROM OUR MEMBERS

WAITAKERE TRAMLINE SOCIETY

On Tuesday 15 April society members met with WaterCare to discuss the future of the operation which is presently closed.

General Manager reports: We had a very good meeting and discussed the pending track repair, the stability issues and the future of the tramline. The contractors that have been engaged to replace the damaged rail had been delayed by other urgent work but are now on track to have the repair work done by the middle of the year. With regards to the land stability it has been decided that now the problem spots have been identified that it needs further investigation to see what options there are to stabilize those areas. Hence WaterCare is now working towards engaging geotechnical specialists to do further investigations to determine what can be done and how much it would cost to remedy the stability problems. It may take another six months or so but it is encouraging to see WaterCare doing more about this.

Club Days are held on the second Saturday every month.



Above: Paul Napier's model which is displayed at Model X in Henderson

TAIERI GORGE TUNNEL TRACK REPLACEMENT

Taieri Gorge Railway have recently replaced some track sets in tunnel number two (437m). It was a rather wet and dirty job as the accompanying photos show. The work involved a four day block of line and necessitated the removal of large amounts of mud before the new track could be laid. A comprehensive Safety Plan was written for the task and followed closely during the work.



Right: The Boss kept his hands warm while supervising proceedings.

CANTERBURY RAILWAY SOCIETY

From Canterbury Railway Society newsletter just look at all these keen young volunteers attending a recent shunters school at Ferrymead. looks good for the future. Photo P. Jenkinson



CHRISTCHURCH CITY TRAMWAY

Tramway Historical Society "Tracts" reports that thanks to good work on submissions the Christchurch City Council has agreed to fund the city tramway extension by including an additional \$1.69 million in the capital programme for 2014/15 to enable extensions to the tram route and also further investigation and consultation to occur with regard to implementation and timing of changes to parts of the route.

KAWAKAWA EVENT CANCELLATION



Kawakawa's biggest annual event, the Puff and Pull Carnival, has been cancelled this year after its volunteer organisers "ran out of puff". Every May, schools, businesses and sports teams compete to see who can pull the vintage steam engine Gabriel the length of Kawakawa's main street in the shortest time. The carnival draws thousands of people to the town and helps raise the profile of the Bay of Islands Vintage Railway Trust. However, event founder Frank Leadley said the organising committee volunteers had themselves run out of puff.

He was disappointed by the cancellation but understood the reason.

"It's a lot of work for our volunteers, and perhaps the time has come for a change in how we carry out the event and how it is promoted. It may well be that we need to look at having it run on a semi-professional basis, as there is no doubt it has the potential to become a nationally recognised event," he said.

As well as the disappointment to regular school and community competitors, the trust was losing an effective way of promoting the railway and raising funds, Mr Leadley said. *NZ Herald 6 May 2014*

The story of A^B 608 and its restoration

Steam Incorporated's latest venture is a 40-page A4 book covering the history of A^B 608 and its restoration. Includes many photos not published before. Only \$18 from the Souvenir counter on Steam Incorporated trains or \$18 plus \$2.60p&p in New Zealand or \$NZ3.20 for postage to Australia and the South Pacific and \$NZ3.80 rest of the world.

Orders to:
Souvenirs,
Steam Incorporated,
P O Box 4,
Paekakariki 5034
or email:
Souvenirs@steaminc.org.nz

For payment by cheque or credit
card (Visa or Mastercard only):

Card type: Visa ☐ Mastercard ☐
Name on
card:

Card number

Expiry date ... / ... Security code

For electronic payments, the account number is 38-9015-0813443-00 reference 608 Book.

☐ Tick here if making an electronic payment, and put your name as a reference.

Name:

Address:

Postcode



GOLDFIELDS RAILWAY SURPLUS LOCOMOTIVES

These two locomotives are no longer required and we are seeking to replace with more suitable motive power to meet our increasing demand for passenger services. Both units have been with the Society for many years, and have both given excellent service, however 2247 is only rarely used while the extended cab unit has been laid up for many years. Both locomotives are in running condition however the 2247 needs a new radiator and some engine work, but the extended cab version 2246 started easily after an extended period of idleness.

Built in 1948 at the Drewry Works in the UK, Builders No: 2247, Locomotive Weight: 12 Tonnes, Engine: Gardner 6LW, RPM: 1700, Transmission: Vulcan-Sinclair fluid coupling 4 speed Wilson pre select box. David Brown reverse + final drive unit, Output Power: 76KW, Max Speed: 24km/h, Wheel Diameter: 610mm, Wheel Base: 1524mm, Length over headstocks: 4320mm, Fuel Tank Capacity: 236 litres.

This unit is on standard wheels, with air operated systems and a separate train air system for rolling stock. Completely original with a Gardiner motor which needs work on injectors plus some attention to motor as well used, but still going strong. Has current certification and is currently stored in our sheds awaiting disposal. For sale in "as is" condition.



Built in 1948, Builder: Drewry, Builders No: 2246, Locomotive Weight: 12 Tonnes, Engine: Gardner 6LW, RPM: 1700, Transmission: Vulcan-Sinclair fluid coupling 4 speed Wilson pre select box. David Brown reverse + final drive unit. Output Power: 76KW, Max Speed: 18km/h, Wheel Diameter: 535mm, Wheel Base: 1524mm, Length over headstocks: 4320mm, Fuel Tank Capacity: 236 litres.

This unit was operated by a freezing works so had an extended and enlarged cab unit fitted. Motor runs very well and easily started, but has not been used for some 15 years due to small wheels unable to maintain rostered timetable. Has been stored in our sheds for many years, but some cracked windows. Does not have current certification and is for sale in "as is" condition.



Expressions of interest wanted and all enquiries to Dennis Blake; General Manager (07) 8639020 or; info@waihira.co.nz

FRONZ CONFERENCE MEMORIES



Following the FRONZ conference, many members stayed on the Monday to partake in more activities including the open day at SteamRail Wanganui. Steamrail ensured the safety of their visitors by clearly marking a "Safe Crossing" location seen at left. On the right we see Dave Hinman not on a tram for a change but riding the jigger on the left which was "double-headed" with the jigger on the right where we see Steve Porter taking a ride. The perfect weather stayed all weekend and helped make the conference. *Photos D.L.A Turner.*

INTERNATIONAL RAIL NEWS

SYDNEY RAPID TRANSIT TO SERVE CROSS-HARBOUR TUNNEL

AUSTRALIA: New South Wales Premier Mike Baird and Minister for Transport Gladys Berejiklian announced plans for the Sydney Rapid Transit project on June 11. The scheme would extend the North West Rail Link now under construction through the city centre to Bankstown in the southern suburbs. It is one of the projects included in the state government's 2012 plan *Sydney's Rail Future*.

Work could start in two or three years, using funds raised from selling off the state's electricity network poles and wires, which Baird said was expected to raise A\$20bn.

The project would add 30 km to the automated NWRL, using a fully segregated alignment. The line would be extended south by 3 km from Chatswood to St Leonards, and then tunnel under Sydney Harbour and the city centre to meet the existing

Bankstown Line at Sydenham. This would require 12.5 km of bored twin tunnels route and the upgrading of 13.4 km of existing tracks between Sydenham and Bankstown to 'rapid transit' standards.

Three underground stations would be built, at Central, Pitt St and Martin Place, where interchange would be provided with Sydney Trains' Eastern Suburbs Line. Stations are also planned at St Leonards/Crows Nest and Victoria Cross in North Sydney. Platform screen doors would be provided at all stations to enable the operation of fully-automated single-deck trains at a peak frequency of 30 trains/h.

The NSW government also announced that work is to about to begin on the Western Sydney Rail Upgrade Programme, which includes signalling and power supply upgrades, as well as additional tracks to segregate fast and slow trains on the Western Line between Sydney and Paramatta. This programme would allow the operation of 'up to 60% more trains' across the network, accommodating an increase of 100 000 peak hour passengers.



EDINBURGH TRAMWAY OPENS

UK: The Edinburgh tramway was officially opened on May 30, ahead of the start of regular passenger services the following day.

The 14 km east-west route runs from Edinburgh Airport to York Place with 15 stops. An additional stop at Edinburgh Gateway, between Gogarburn and Gyle Centre, is due to open in December 2016 along with a main line station on the same site. Other rail interchanges are provided at Edinburgh Park and Haymarket, and there is a park-and-ride site at Ingliston. The depot near Gogarburn uses collected rainwater for washing trams and flushing toilets. Services will run every 8 to 10 min on Monday to Saturday with the first tram leaving York Place at 05.29 and the last at 23.08. Sunday frequencies are 12 to 15 min with the last tram departing York Place at 22.58. The end-to-end journey time is 34 min, although 'timetables may be reviewed after the first few weeks of passenger service', according to the city council. Edinburgh Trams has 120 staff, including 40 drivers and 52 'ticketing services assistants'.

The route is operated with a fleet of 27 low-floor, bidirectional CAF trams. Each seven-module vehicle is 43 m long and 2 650 mm wide with capacity for 250 passengers including 78 seated and two wheelchair spaces. Maximum speed is 70 km/h. The trams are equipped with regenerative braking, and six substations power the line at 750 V DC.

Final cost of the project is now put at £776m. There are no plans at present to reactivate any of the proposed route



MELBOURNE AWARDS DEPOT DEVELOPMENT CONTRACT

AUSTRALIA: Melbourne tram operator Yarra Trams announced on May 28 the go-ahead for 'the biggest tram depot redevelopment' in the city's history. Under the A\$190m project, part of the historic Preston Workshops will be transformed into a state-of-the-art facility to provide stabling, operational and maintenance facilities for the E-Class trams now being delivered by Bombardier.

Under a deal agreed with Public Transport Victoria, an A\$102m design and construction package has been awarded to Coleman Rail, covering reconfiguration of the existing heavy maintenance facilities, which will free up the southern part of the 7.3 ha site, creating a new tram servicing area with sanding facilities, a tram wash and an automatic wheel measuring system. The contract includes laying 7 km of new tracks within the depot, which will have 12 double-ended stabling roads plus a second entrance at the rear of the site.

The redevelopment also includes new driver amenities and operations, administration and training facilities, a new substation and a new project workshop. Construction is expected to begin by the end of this year, with completion scheduled for mid-2016. These training facilities will make use of the E-Class driver training simulator which was put into use at Preston Workshops towards the end of 2013.

Yarra Trams is currently restructuring its maintenance and servicing regime, in a programme which will see much of the routine maintenance and periodic inspections of the 500-strong tram fleet transferred to enhanced facilities at five of its eight depots. This is mainly aimed at reducing the amount of empty running across the network, but will also result in a reduced workload at Preston Workshops.

According to Yarra Trams, 'the new Preston depot will have the best available facilities to support the ongoing introduction of the E-Class trams and comprehensive tram maintenance programmes that ensure a reliable service for the 180 million passengers who use trams each year'.

PTV is currently taking delivery of 50 E-Class cars, which are the largest trams ever to operate in Melbourne. The first batch is being allocated to Southbank depot for use on Route 96 between St Kilda and East Brunswick, which is Yarra Trams' flagship route. The deployment of the remaining cars is still being negotiated between the operator and PTV, but the new Preston depot is well placed to serve routes 86 (Bundoora – Docklands) and 11 (West Preston – Victoria Harbour) which are considered likely candidates.



THE LAST GREAT ROUND UP

Four hot days in May and June of 2014 saw twenty-six vintage E and F Class Streamliner locomotives, all from the 1930s-1950s, come together at the North Carolina, USA, Transportation Museum's Bob Julian Roundhouse for a railfan extravaganza. This gathering of locomotives and the community that loves them was a resounding success, thousands of railfans (9250 tickets were sold), hundreds of locomotive movements and displays, and millions of pictures taken. Units from all over the country converged for the event.

Twenty-five vintage diesel locomotives were on display. Trains ran passenger and freight consists in a never to be seen again extravaganza.

Photo: railpictures.net - Chase Gunnoe



RailPictures.Net - Image Copyright Chase Gunnoe

SOUTHLAND EXPERIENCE—PART FOUR. TUATAPERE BRANCH

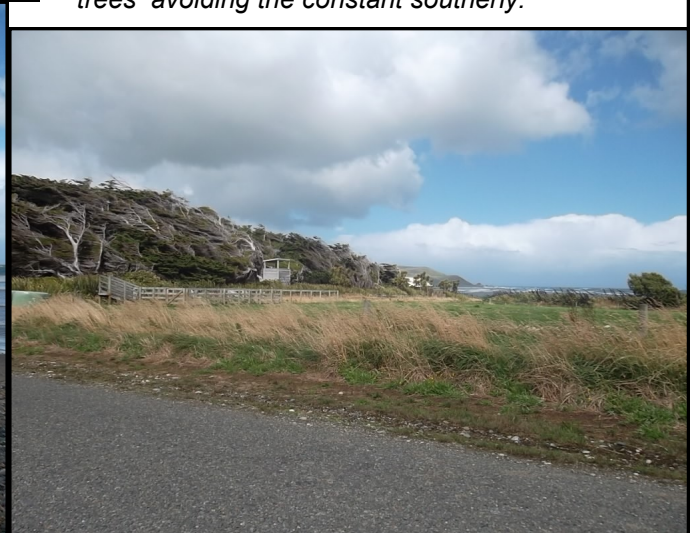
The last look at a Southland Branch Line on our recent visit was part of the Tuatapere Branch (1925-1978). Unfortunately time did not permit us to go further than Orepuki so we only saw some sign of the branch at Riverton and Orepuki. Next time we will hopefully make it to Tuatapere where the station still stands. Riverton is a lovely, not so small town, with a busy fishing industry and a number of old stone buildings which will probably not last much longer as the new earthquake rules start to be imposed.. The old station yard runs parallel to the main street a block to the west, and is now only covered in metal and used to park some trucks, much the same as the yard at Tokanui. A rather battered old pub calls itself the "X" Railway Hotel and is painted in the Speight's blue as are so many other hotels in the area. The impressive truss bridge over the harbour was removed in 2003 with one truss preserved near its original site outside the local museum.



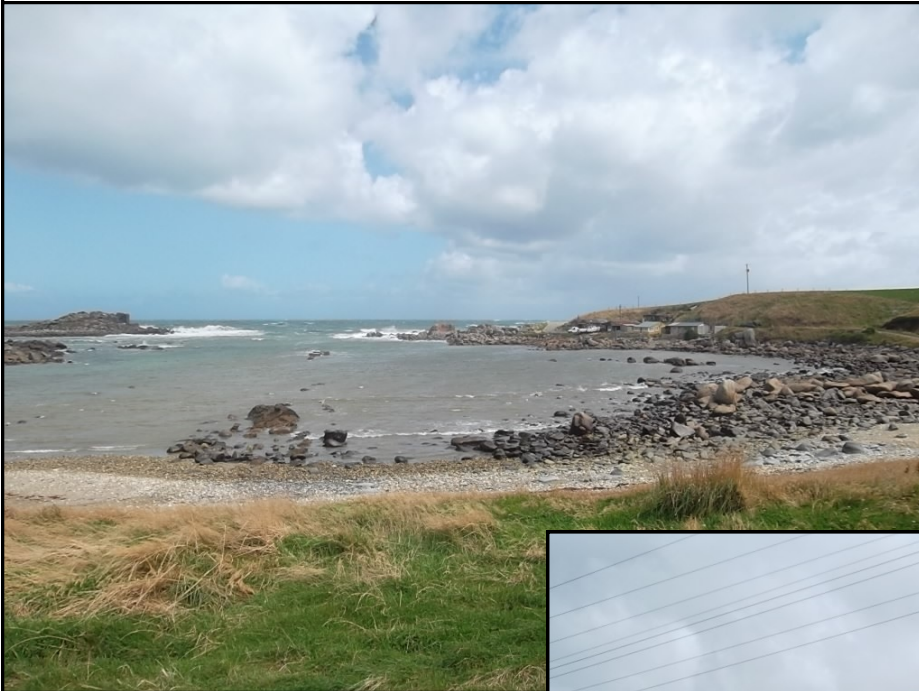
Left: Platform edge still visible at Riverton railway yards looking north and right, looking south.



Above: Part of the old railway causeway and bridge Tuss at Riverton. Below Curio Bay and trees avoiding the constant southerly.



After Riverton you really feel that you are a long way from civilisation as you pass through Curio Bay where the southern coastline is spectacular to say the least with pretty constant wind driving straight up from the southern Ocean. It is a place for hardy souls indeed.



This place is called "Cosy Nook" and people actually live there. The Antarctic continent is just over the horizon!

It is some time since the fashion retailer closed in Orepuki and its unlikely that "The Warehouse" will be opening anytime soon.



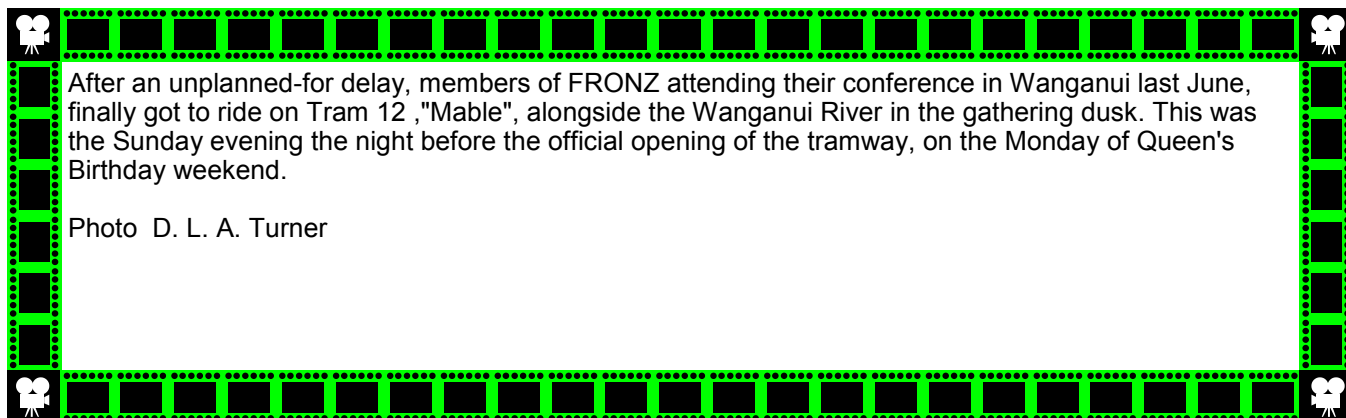
At Orepuki the railway formation is quite obvious with a water tank still in place and the old platform has had the local water supply installed on it.



PICTURE OF THE MONTH



D. L. A. Turner



After an unplanned-for delay, members of FRONZ attending their conference in Wanganui last June, finally got to ride on Tram 12, "Mable", alongside the Wanganui River in the gathering dusk. This was the Sunday evening the night before the official opening of the tramway, on the Monday of Queen's Birthday weekend.

Photo D. L. A. Turner

**FRONZ CONFERENCE BLENHEIM
29 MAY—1 JUNE 2015**

**FRONZ JOURNAL # 134
WAS PUBLISHED ON 28 JULY 2013
CONTENTS MAY BE REPUBLISHED WITH ACKNOWLEDGEMENT**