



# JOURNAL

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## FRONZ BOILER INSPECTION REVIEW

Following from the FRONZ Conference decision to follow up contracting Peter George of Sentinel Inspection Services Ltd to update our member's boiler inspection code and get it officially recognised.

The aim of the review of the Code is to:

1. Update and reformat the Code as needed so that it can be accepted (probably as approved guidance material rather than as a Code in its own right) by the relevant government agencies and the boiler inspection industry.
2. Provide guidance on acceptable levels of inspection (i.e. how often, what to look for, and how to look for it).
3. Provide guidance on acceptable repair methods for typical locomotive boiler defects.

Peter has advised he is prepared to undertake the work which would include:

- Formatting Code
- Information on Inspection Materials and Repair Guidance
- Updating material specifications
- Liaison with interested parties (especially all the major railway operating groups as we must have their buy in).

NZTA are still keen to support the work and WorkSafe are also keen to see this progressed.  
FRONZ is seeking best options for funding this work.

## NAPIER GISBORNE RAILWAY ESTABLISHMENT GROUP WEBSITE NOW ONLINE

The Napier Gisborne Railway Shortline Establishment Group new website is now online – just click on the link below:

<http://www.napier-gisborne-railway.co.nz/>

## MORE HOLIDAYS!

Well I haven't had a break since Wanganui in June!

There will be a break in Journal for November as we are off to Australia to catch up with the Sydney Shops (for her) and of course their rail system (for him), train to Port Macquarie, Casino, and a rest on the Gold Coast (will be trying the new light rail) before heading back.

By then it will be nearly Christmas - yes so soon... Look out for the bumper Christmas Edition of Journal.

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

## COTMA CONFERENCE

*A very good review of some information discussed at the COTMA conference in Sydney last month was written by Wellington Tramway Museum President, Russell Jenkins. Reprinted from "Tramlines"*

I have just returned from the biennial meeting of COTMA (Council of Tramway Museums of Australasia) held in Sydney and can report that we can be proud of our museum.

Unlike some of the Australian museums, we receive no funding from local and central government (except when we seek grants from the NZ Lotteries) but at least we are masters of our own destiny. One of the museums in Tasmania recently renewed its lease with the State Government and instead of being granted a renewal of its 20 year lease, was granted a new lease with a 3 year term. They are not sure what the future holds.

In New South Wales, the Government Funded organisation "Transport Heritage NSW" is working to provide funding for a variety of museums, including those specialising in Transport, but this funding will only apply to exhibits owned by the Government but housed in a museum. This means that the Sydney Tram Museum may not get funding as their trams are owned by the Museum. It is hoped that this policy might change.

Another statistic that was quoted was that 60% of the gate takings at the Sydney Tramway Museum go out in regulatory and compliance costs – a scary thought!

On the brighter side, it was good to hear how other museums operate, where they see themselves in 10 years time, to ride on old trams at the Sydney Tram Museum and the extended Sydney Light Rail between Central Station and Dulwich Hill. There were also excellent papers from the Head of Sydney Trains, the Deputy Commissioner of Public Works & Streetcars Executive in Atlanta, USA. At the Conference Dinner, the Guest Speaker was the Project Director for Light Rail NSW who gave us an insight into the soon to be built extended Sydney Light Rail system.

*In other COTMA news from Tramlines.*

Congratulations to Dave Hinman of the Tramway Historical Society, Ferrymead, Christchurch, for his recent appointment as Chairman of COTMA. Dave is a past President of The Tramway Historical Society and is a past New Zealand representative on the COTMA Board and has latterly been filling in as Acting Chairman.

The next COTMA Conference will be in Christchurch in 2016 followed by Perth in 2018.

## DSC LOCO THOUGHTS FROM UK

Denyse Betteridge from Waitara Railway Preservation Society has sent this story from "Old Glory" a UK Steam Heritage magazine. It backgrounds the DSC locomotive with a comparison to similar but not so successful locos in the UK.

### A 'Clayton' locomotive in New Zealand

DSC 2584 is a 3ft 6in gauge version of the UK's somewhat unreliable Class 17 Clayton diesel locomotive design, writes *Phil Barnes*.

The first batch of 18 locos were built by Claytons, having been subcontracted from BTH and, once in service, were much criticised by New Zealand Railways. The remaining 52 machines in the class were built in NZR workshops, with No 2584 being manufactured at Christchurch's Addington plant and entering service in December 1966. This loco was mainly used for heavy shunting and trip workings and was originally powered by two Albion UE 903/71, 210hp, six-cylinder engines which, owing to reliability problems, were replaced in 1977 with two Cummins 222hp NT-855-L3/L4 types. In addition, compressors and voltage regulators also proved unreliable

and were subsequently changed for a different design. However, the original AEI electrical system has proved very reliable, to this day.

These centre cab Bo-Bos had a weight of 40.5 tons, a top speed of 40mph and were once deemed the Rolls-Royce of all NZR shunters.

After many years of front-line service, No 2584 was purchased for \$NZ12,000 in a deal with Ravensdown Fertiliser and delivered to the Waitara Railway Preservation Society in January 2003 as part of a special working. Although there are several of

these machines in private use and some still working on the main line, this is the only one which sees front-line passenger service on an NZ heritage railway and has recently been repainted into two-tone blue with high-vis ends. <http://waitararailwaypres.tripod.com>



Loco Dsc 2584, in its previous colours, climbs out of the town of Waitara on New Zealand's North Island, having collected the single wagon for repairs; the Class 17 lineage can be clearly seen in this profile view. PHIL BARNES



## TRAM 11 AT ICEFEST OPENING

On Saturday morning of 27 September 2014, a two-week celebration of Antarctica began in Christchurch.

The fortnight was launched by the arrival of Christchurch Tramway's (former Dunedin) boxcar 11 in the Square behind a team of huskies. Aboard were the Mayor, Lianne Dalziel and Lady June Hillary who alighted to cut the opening ice-ribbon with an ice axe.

Story and photos, D. L. A. Turner.



*Left: Lady Hillary on the left, and Mayor Lianne Dalziel on the right, accompanied by a "penguin" escort aboard boxcar 11.*

*Below: 11 being towed into the Square past the safety fence to stop any ruins from the earthquake-damaged cathedral falling onto the tram track.*



*D. L. A. Turner*



## WANGANUI MODES MEET



"PS Waimarie's" Peter Hardy (left) and Jim O'Neil, Tramway's Wanganui Trust motorman, ready for the tramway's opening ceremony. In the background, the "Waimarie" steams on the Wanganui River.

Monday morning of Queen's Birthday Weekend, 2nd June 2014.  
Photo D.L.A. Turner.

## 2014 NATIONAL DIGITAL FORUM CONFERENCE

This year's conference will be at Te Papa on Wellington's waterfront in the last week of November, Tuesday and Wednesday 25 and 26 November 2014, Museum of New Zealand Te Papa Tongarewa.

Talks cover a wide range of issues – art, transmedia, building communities, open content and open platforms, digital humanities, collection practice and more. Check out the line-up then [register!](#)

For further information see <http://www.ndf.org.nz/programme/>

## MEMBERS CLASSIFIEDS

## FERRYMEAD 50 BOOK

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NATIONAL RAILWAY MUSEUM  
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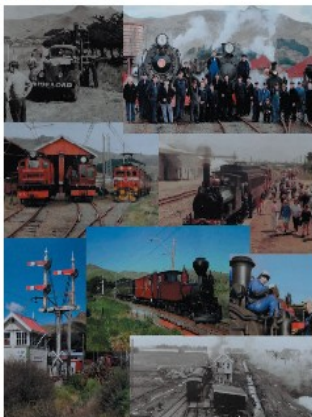
*Grab your copy today !!*

### Ferrymead 50 The story of a railway

by Keith G. Brown

*Ferrymead 50 – The Story of a Railway tells the story of how an idea born from the impending loss of steam from the NZR turned into a fully fledged railway operation with steam, diesel and electric trains operating much as NZR did in its heyday. Keith G Brown is well-placed to tell the tale as he was present at that first meeting and remains an active volunteer 50 years on.*

*Keith's original text is supplemented by over 100 colour and black and white photographs, a comprehensive stock listing and a plan showing the development from nothing to the extensive layout operated today.*



- A4 portrait format, soft cover
- 40 pages
- Black & white and coloured photographs
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- Informative captions
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[WWW.NZRAILMUSEUM.COM](http://WWW.NZRAILMUSEUM.COM)

Produced 18th Oct 2014 by the NRMNZ Publications & Sales Dept. Email [sales@nzrailmuseum.com](mailto:sales@nzrailmuseum.com)

Canterbury Railway Society have produced a colourful book telling the story of their first 50 years. It's full of historic photos and stories.

The book is available to FRONZ groups who may wish to sell copies and make a few dollars doing it. The book retails for \$15 + GST, and is available to FRONZ member organisations for \$10 + GST, with a 10% discount for orders of ten or more. Please see the flyer attached.

## Ab BOILER FOR DISPOSAL

The New Zealand Railway and Locomotive Society Inc wishes to dispose of the following boiler:

NZR No 989 finally off Ab 793 Official Number 100557.

This boiler is located at Fielding in the old Kiwirail freight yard. Kiwirail has asked that the site be urgently cleared and the boiler removed.

The boiler was originally obtained as a spare for Ab 608. It is offered for sale as is where is, condition unknown.

Expressions of interest to [NZRLS@actrix.co.nz](mailto:NZRLS@actrix.co.nz) ASAP please.

## NEWS FROM OUR MEMBERS

### SHANTYTOWN

#### [Shantytown Heritage Park](#)

The major event for the year has been the 10 year boiler survey of the "Improved F" Kaitangata formerly of the Kaitangata State Coal Mine.

This work has included a full grid pattern thickness test of the barrel and firebox and a Magnetic Particle Inspection of all welded seams and welded stay attachments. This locomotive was fitted with a new boiler in 1922 and a replacement welded firebox by Dunedin Engineering in 1959.

Additional work includes a full tube replacement and the renewal some firebox plate. The plate work is due to extensive cracking in the side plates adjacent to the welded stays. The cracking is in part due to the nature of the Shantytown operation which causes excessive thermal cycling (a short heating and cooling cycle).

Meanwhile L 508 "Gertie" continues the daily operation except during her annual boiler survey. During this work shantytown for the first time in our 43 years the railway became a fully dieselised (for 39 days).

Other routine work includes the usual mechanical repairs, track maintenance and attending to the paper work.



*"Where to start" - Marketing Manager Nickelle Egan and driver Iona Littlejohn wonder where to start on the Kaitangata 10 year survey.*

*Photo J Fenemor*

#### Steam School

From a tentative beginning in Nov 2009 the Steam School has 50 students pass through the course.

The participants are not referred to trainees as under tertiary education guidelines they are students.

These enthusiasts come from a wide geographic areas ranging from Auckland to Dunedin. Age is no barrier either with ranging from 16 to 77. Neither is gender a barrier with two ladies having taken part.

The breakdown of geographic areas is; Ak 7, Np 1, Pn 1, Welly 6, Nn 9, WC 14, ChCh 6, Tim 3, Dn 3. Students bring a wide range of skills ranging from retired deep sea marine engineers through various trades and professions (including a couple of Kiwirail LE's) to school students. Some have used their knowledge to safely operate their small steam boats, some have developed an association with a heritage railway. However most students want nothing more from the course than to have a hands-on experience with live steam, the Tai Poutini [Certificate in Steam-Powered Vehicles](#) to hang on the wall is almost secondary.

One engineer was so proud of his newly acquired qualification that thought he would replace his wall mounted engineering certificate with his "steam ticket".

The Steam School is a joint venture between Tai Poutini Polytechnic and Shantytown where the Polytech provide the administration, the format and subsidised costs under tertiary umbrella while Shantytown provide the venue, expertise and machinery.



As owners of the Steam School, Shantytown and Tai Poutini also jointly sponsor the Shantytown Steam Locomotive Restoration Award of \$2k for the best restored steam locomotive.

*Steam School No7 assisted Shantytown staff dismantle Kaitangata for 10 year survey. Anyone you recognise, they are from - Auckland, Nelson, West Coast & Dunedin. Photo - J Harrison.*



Check out;

[Shantytown Heritage Park](#)

[Certificate in Steam-Powered Vehicles Tai Poutini »](#)

Ian Tibbles

23 Sept 2014

## NATIONAL RAILWAY MUSEUM

*From September Newsletter*

The NRM received several pieces of good news this past month. One of the best was that we have received two new donations and Grants. The first was a grant for \$8,500 from KiwiRail through the Rail Heritage Trust. This grant is earmarked for restoration work on Tr190/943, and will get the loco into display condition and get some of the mechanical work done that needs doing before it will be operational again. This loco is getting a cosmetic make-over to get it ready for display in the Museum. It will feature alongside W192, which was the FIRST locomotive built by New Zealand Government Railways back in 1889. The restoration work is being carried out by a contractor at the Mainline Steam Trust depot in Christchurch.



The second donation is from the Christchurch Recovery Trust. This will go toward continued work on building the Roundhouse Main Display Building.

Also wagon La 19034 is a donation from Reid McNaught who has played an active role in preserving New Zealand's heritage equipment over the years. It comes to us from Paekakariki where it has been stored at Steam Inc.

The biggest news this month, however, is the Christchurch City Council's granting of the Building Consent for the construction of the Roundhouse Main Display Building. This is MAJOR news as it removes the last block to proceeding with the building.



## DA 1400 MOVE

Our reporter, David Maciulaitis, was there when Da 1400 was moved from MOTAT Great North Road to MOTAT Meola Road, on Saturday 27 September.

The Da was loaded on Friday afternoon/evening and made its trip before 7am on Saturday.

The move was undertaken by Multi Trans, the same firm who transport the new EMU's from the Auckland port to Wiri, they also moved the Westrail, and QR locos from Hutt to the port a few years back.

The trailer is modular, and can have sections added or subtracted as needed. There is a hydraulic pump on board to control, the level of the load, and the rear section wheels turn.





# CANTERBURY RAILWAY SOCIETY



© David Oakley 2014

On the weekend of 27 and 28 September, the Canterbury Railway Society held a Jubilee Weekend celebration to mark two significant occasions, the 125th birthday of W 192, and the 50th birthday of the Ferrymead Railway. With its boiler certificate about to expire, this was the last occasion that the W would be in steam pending strip down and a major overhaul, expected to take up to five years and to cost many thousands of dollars.



© David Oakley 2014



*These four photos from David Oakley*



© David Oakley 2014

*Left: At a special afternoon tea on Sunday 28 September Euan McQueen, representing the W's owner, The Rail Heritage Trust of New Zealand, had the honour of cutting the 125th-year birthday cake. Photo D.L.A. Turner*



## CANTERBURY RAILWAY SOCIETY— MORE FROM THE 50TH ANNIVERSARY

On the evening of Saturday 27 September, the Canterbury Railway Society held a special dinner to mark 50 years of the Ferrymead Railway.

At the dinner were a number of folk who were members of what was then the Canterbury Branch of the NZRLS, and who had been in attendance fifty years ago, along with many current active members of what is now the Canterbury Railway Society. Photos: D.L.A. Turner



A great example of the every-day co-operation between FRONZ members was the visit of the diminutive A 64 from the "Plains Railway" in Tinwald, Ashburton, to help celebrate the 50th birthday of the Ferrymead Railway.

With the Canterbury Railway Society's D 140 no longer in service and awaiting strip down for a new boiler certificate, the major overhaul and restoration of "Peveril", F13, not yet quite complete, and W 192's last weekend in service pending its own major overhaul, A 64 came up to fill the temporary hiatus in the availability of a steam locomotive to work on the railway at Ferrymead.



On the afternoon of 28 September, the final act of the Jubilee Weekend running celebrating W 192's 125th birthday and the 50th year anniversary of the Ferrymead Railway, was to pair-up the retiring W with the visiting A, recorded here running along the Ferrymead embankment, the site of New Zealand's first public railway that opened over 150 years ago.



## DUNEDIN RAILWAYS – A NEW TRACK FOR TAIERI GORGE RAILWAY

Press Release 22 October 2014

The Dunedin icon that is Taieri Gorge Railway grew out of the Otago Excursion Train Trust and between them have been taking people on scenic rail trips for over 35 years. This weekend they start another chapter in their story with the creation of the Dunedin Railways brand.

“The Taieri Gorge name and logo aren’t disappearing” say Toby Mann, Dunedin Railways Business Manager. “We love the Gorge, it’s a huge part of our business and a must-do Dunedin attraction but we are so much more.” says Toby. “We operate The Seaside, events, rail touring and we have excellent engineering capabilities”.

Trips to Palmerston have been called ‘The Seaside’ since 2002 and this name is being expanded to encompass all trips on the north line. This season Dunedin Railways are running about 30 trips to Palmerston and over 100 to Waitati (compared to over 600 a year up the Gorge). This winter there were four trips to Oamaru and six to Moeraki. There have also been several wedding trains and a number of corporate events. “We believe there is great potential in The Seaside line and the Dunedin Railways name positions us well for this growth” say Toby.

The Dunedin Railways logo has been designed with Dunedin’s Octagon at its heart with the two railways radiating from it. “The simple design with a classic railways font hints at the elegance and beauty of rail” says Dunedin Railways Marketing Manager Barbara Reid. “We get to work in one of New Zealand’s most beautiful buildings and the Dunedin Railways name links us to our world famous station” says Barbara.

The company name will still be Taieri Gorge Railway Limited but from this weekend the team will have to get use to saying a new greeting when they answer the phone. The implementation of the Dunedin Railways look will be gradual. “As we aren’t taking anything away we don’t need rush into re-branding everything” Say Toby. “You can expect to see yellow TGR carriages going up the Gorge for years to come”. One carriage has been painted with the new ‘Dunedin Railways’ look. “We think it looks great and will work well alongside our current fleet. Look out for the big windowed carriage (AO77) and let us know what you think” says Barbara. “It is very unlikely that our iconic older carriages with outside platforms will change, but as the newer ones come up for a paint we may see them gradually change colour.”

Coinciding with the Dunedin Railways launch this weekend sees a celebration of steam. On Sunday and Monday there are 10 short steam trips to Sawyers Bay. Monday also sees Toitu next door to the station celebrating the 142nd birthday of Josephine (the two fronted steam locomotive).





# PICTURE OF THE MONTH



D. L. A. Turner has the credit for this photo from the last operating trams in Wellington in May 1964.

His caption fills in all the details.

Dick Barker's family Prefect on the right. Our family dark green Humber is parked on the left. Dick chasing the tram by bike, just behind the Prefect.

When we were young .....

Now even the brand "SHELL" has gone! But 260 is preserved at the Wellington Tramway Museum in the Queen Elizabeth Park near Paekakariki.

The tram is turning into the balloon loop (partly around an island of trees) that used be at the entrance to Newtown Park Zoo. The motorman has already changed the destination blind back to Thorndon. The brick complex at the end of the road was the far end (as in away from the entrance to) of the Newtown Tram Barn.

How time flies!

**FRONZ CONFERENCE BLENHEIM**  
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