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JOURNAL 138

I was planning to miss a November Journal as we are off to the West Island for a few weeks R&R in New South Wales and Queensland which will include a number of urban and country rail adventures. You will no doubt read about these over the next few issues.

As I have gathered a lot of interesting stories I thought I would get this edition out before we go and hopefully another Journal before Christmas after our return.

There is a particularly interesting story about the major rail heritage organisation in the USA and a detailed report from David Maciulaitis on the recent COTMA conference, which gives us all food for thought,

Enjoy your reading and don't forget to share the stories with your members. *Scott.*

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

BLENHEIM RIVERSIDE RAILWAY

The Blenheim Riverside Railway will be our host group and promise an interesting and entertaining weekend.

As flights are more frequent and less expensive from the main centres to Nelson, Mike Boyton has again agreed to run his comfortable Volvo Coach from Nelson to Blenheim on Friday 29 May 2015 and return on Monday 1 June.

There will be a visit to the Nelson Railway Society on Friday for lunch and a look at their railway.



During conference, visits are being organised to various different historic attractions in or near Blenheim where all types of transport heritage will be seen.

Our main conference venue will be Clubs Marlborough, a modern and comfortable venue. Accommodation will be at a number of nearby sites, all within walking distance.

As always the Conference Awards Dinner will be held on the Sunday evening.

We are planning visits to other local attractions on Monday morning prior to the coach heading back to Nelson for late afternoon flights home.

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

NATIONAL RAIL HERITAGE SOCIETY (USA) BOARD REJECTS NEW BUSINESS MODEL

I read this article in the November "Trains" Magazine. Many FRONZ members as well as FRONZ itself could learn from this example of how we must adapt for our future wellbeing. It looks like NRHS may have dropped the ball on their opportunity. Editor.

The board of directors of the National Railway Historical Society voted 12-10 last Saturday to reject a proposed new business model for the 80-year-old organization.

Supporters of the new model warned that the vote puts the organization in danger of failure while critics of the model contend that the NRHS will be able to survive.

New NRHS President Al Weber said some aspects of the proposed model will be adopted in the coming weeks and months, although he did not provide details.

The vote was held during a day-long meeting at the offices of the NRHS legal counsel in Mount Laurel, N.J.

Much of the meeting focused on the NRHS' financial standing, which has been described as "dire." NRHS lost \$72,000 in 2013 and more than three times that amount in 2012. In 2013 the NRHS had 11,573 members, a 7.2 percent drop from the previous year.

Weber told *Trains* magazine that some members have pledged donations to help the organization through its current financial crisis. Weber said he will be working vendors to ensure that they will stick with the NRHS for now.

A five-member committee has this summer drafted the new business model, which called for the NRHS to transform from a member-oriented organization to a donor-based one.

One of the more controversial aspects of the plan was to move away from NRHS as a social organization and instead seek to become a financial supporter and coordinator of rail presentation effects.

Currently, most NRHS members belong to local chapters. Those would have been de-emphasized in the new model. Existing chapters or any other group, including museums, would have been invited to affiliate with the NRHS or the chapters could become independent organizations.

"You have two groups of people on the board," said board member and NRHS Bulletin editor Jeff Smith, who voted in favor of the proposal. "You have one group that is loyal to the chapter model and the idea of the NRHS remaining a fraternal group and a social group and you have another group who realizes the NRHS needs to change and the votes went along those lines."

Also supporting the new model was Steve Barry, editor of *Railfan & Railroad*, and a member of the committee that drafted the proposed model.

Barry expressed disappointment in the vote and said one reason why the model was turned down was because some members didn't get a fair and balanced view of the plan.

He also blamed the NRHS' own history. "The NRHS has always been adverse to change, that's the way it's been for 80 years," Barry said "If the NRHS is still around a year from now I see it being in the exact same position it is today – struggling to make ends meet."

Weber, who voted against the model, pledged to work to bring the board back together to help stabilize the society.

"We all want the society to continue and all of us on the board are working to that goal," Weber said. "Yes, some have had their feelings hurt and some think that we are not going the correct way. But that has been the case on all the board that I have been on over the years."

Barry doesn't think that part of the rejected model can be implemented without implementing all of it.

Smith said the current NRHS way of doing things is outdated. "I don't think the new leadership understands what they're facing and how to make the old model work," Smith says. "They are reverting to a model where everyone licks envelopes and then puts stamps on those envelopes."

Weber has said that he, too, believes that the NRHS needs to modernize but he also believes that some things should stay the same. "We will not change for the sake of changing but we'll change to improve our 80-year-old society," Weber said.

COTMA CONFERENCE REPORT

Also attending the COTMA conference, David Maciulaitis, has sent this interesting report with pictures.

I attended the COTMA conference in Sydney in October. It was well worth while and I learnt a lot about what our Aussie cousins are up to, not only in the tramway field but also in heritage rail.

Although I missed the first couple of days as I was tripping about in the far north seeing four wheelers bouncing up and down playing their merry song, I did get to see a few presentations at the conference.

There was a common theme that FRONZ members share with COTMA. There is a very noticeable lack of younger people in the tramway sector. I, at 31 was the youngest delegate! Talking with other group delegates it was the same thing over and over again. There was a lack of younger people coming through the ranks, and with an aging population it is getting harder and harder to keep maintaining items and operating. With dwindling manpower more and more tasks are being put on fewer and fewer people, their hobby isn't being fun anymore.

A few of the groups have become involved with the 'Men's Shed' concept. The men at one group in particular had nothing to do restoration wise with the trams or items directly, but they took on building repairs, and other maintenance jobs that the 'trammies' didn't have time for. This also gives the group, tramway, a more public face and as more people are aware that its not just people playing trams but a place where you can potter about with other guys and have guy time, it will entice more people. With this there is scope that some of the "shedders" will become involved with tramway related projects in time.

Memphis Area Transit Authority Report

The best, and most likely most frightening presentation was of the two W2 type trams which caught fire in Memphis. Two trams were chosen and they had their line breaker system tested. With the brakes on hard, the controller was moved through the notches, the line breaker has an overload built in and it should have dropped out. In the two trams tested this feature didn't work. Since this report came to light MOTAT and Auckland Dockline Tram have tested out Aussie cars. The issue for FRONZ members is to do with Aussie cars which unlike NZ cars don't have a main circuit breaker. The circuit breaker was a requirement by the NZ authorities of the day. All of MOTAT's Aussie cars have the circuit breaker as well as the line breaker overload feature. I was part of the team who tested these cars, only one line breaker needed attention.

Other findings in Memphis were that after one of the W's had caught fire its line breaker was removed and fitted to another car. There was no record as to which car this was fitted to! Their spare parts were scattered all over the floor with no clear indication which were good and which weren't. They had a mentality of calling Australia for more parts rather than mend the parts they had.

Some trams were restricted to only operating on the flat route as their brakes wouldn't hold the car on a steep bridge on one route. As can be seen in the report there has been some serious damage done to the wheel sets on the trams due to a complete and utter lack of understanding of maintenance.

MATA Report:

http://www.matatransit.com/uploadedFiles/Main_Site/Content/News_and_Alerts/APTA%20Peer%20Review%20Report%20-%20Trolleys.pdf

Field Trips

Valley Heights Roundhouse, which houses 4 steam locos, and a Baldwin steam dummy. It was interesting having a ride behind this steam tram, and paralleling the mainline as coal trains and suburban trains trundled past.

After this we went on the steepest 'railway' in the world run by Scenic World in the Blue Mountains. The wheels are double flanged, and the train goes through some steep narrow cuttings. It lasts a few minutes and is kind of reminiscent of a roller coaster.

The obligatory tram riding was partaken in Sydney, riding in the older Seimens vehicles and in the new CAF vehicles. The Sydney tramway has recently been extended through developing land which was formerly industrial.

Once the conference ended I went to the Powerhouse Museum, the former Sydney Tramways powerhouse building which houses two steam locos, a tram and a lot of other interesting items. Then I walked to Redfern, site of the Eveleigh workshops. These workshop buildings have been turned into the Australian Technology Park, two bays have been kept full of the old machinery and most are still able to be used.

The last day of my trip I ventured out to Loftus, home of the Sydney Tramway Museum. I spent half a day here looking at their collection before heading to the airport and flew home.

DAVID'S COTMA PICTURES



NEWS FROM OUR MEMBERS

VISITORS IN DUNEDIN

Filming of "Light Between the Oceans" movie. Train consisted of Ja1240 , 4 TGR carriages, 1 generator car and A421,Pleasant Point's birdcage carriage on Saturday 18 October. Filming was done between 3.00pm and 12.45am between Waitati and Herbert.

Mainline Steam Ja1240 is staying in Dunedin for some time running shuttle services between Dunedin and Sawyers Bay over Labour weekend and later on possibly a trip to Oamaru.



PLEASANT POINT FILM HIRE

All painted up and ready to be transported on BTR's Volvo transporter to star in the movie above.

Pleasant Point Railway's half birdcage carriage was painted brown to look like a Western Australian Railways carriage of the early 1920's.

7.10.2014 Photo
Bryan Blanchard



WAIHI TO LUMSDEN MOVE



The Lumsden Heritage Trust have received two Drewry TR locomotives from Goldfields Railway, Waihi. Here they are seen leaving Waihi.

AUCKLAND DOCKLINE TRAM

© 2014 - D. J. Maciulaitis



David Maciulaitis took these photos of the first trips around the Wynyard Loop since the tram shut down on 19 May 2013, while road works on the route were completed .

Tram 258 (W2 class) was used as 257 (X1 class) was having final fitting work done on its new braking system prior to being reunited with its body.

The first day of operations is to be Sunday, 23 November.

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MEMBERS CLASSIFIEDS

RIVETS SURPLUS TO REQUIREMENTS - GLENBROOK VINTAGE RAILWAY

Glenbrook Railway wish to dispose of thousands of rivets obtained when the Otahuhu workshops closed. There are around 1.8 tonnes of them, and they are available to FRONZ members for \$500 as is, where is, which is roughly scrap value. The only proviso is that they all go as a job lot, i.e., no picking the eyes out of them for just a few.

Any group interested in purchasing all of the rivets contact John St. Julian, Workshop Manager, Glenbrook Vintage Railway. E-Mail: <mailto:john.stjulian@tegel.co.nz>.

CONE HEAD / ROSE HEAD

Diameter	Length	Approx. Number	Approx. Weight
1/2"	1 1/2"	23	1 kg
1/2"	1 3/4"	850	52 kg
1/2"	2"	2600	180 kg
1/2"	2 1/4"	200	16 kg
1/2"	2 3/4"	93	8 kg
1/2"	3"	460	42 kg
5/8"	2 "	270	34 kg
5/8"	2 1/4"	24	3 kg
5/8"	2 1/2"	540	76 kg
5/8"	3"	312	49 kg
5/8"	8"	16	6 kg
3/4"	1 1/4"	390	34 kg
3/4"	1 1/2"	500	77 kg
3/4"	1 3/4"	830	125 kg
3/4"	2 "	260	47 kg
3/4"	2 3/4"	520	109 kg
3/4"	3 "	380	92 kg
3/4"	4 1/2"	314	102 kg
3/4"	6 "	46	20 kg
7/8"	1 1/2"	40	8 kg
7/8"	2 "	186	35 kg

COUNTERSUNK HEAD

Diameter	Length	Approx. Number	Approx. Weight
1/2"	1 1/4"	1370	62 kg
1/2"	2 1/4"	292	29 kg
1/2"	2 1/2"	480	36 kg
5/8"	1 1/4"	2050	150 kg
5/8"	3 "	81	10 kg
5/8"	3 1/4"	350	45 kg
3/4"	1 1/4"	98	12 kg
3/4"	1 1/2"	128	17 kg
3/4"	1 3/4"	480	69 kg
3/4"	2 "	300	44 kg
3/4"	2 1/4"	55	9 kg
3/4"	2 1/2"	1090	167 kg
3/4"	3 "	68	14 kg
Total		15706	1790 kg

INTERNATIONAL RAIL NEWS

MELBOURNE TRAMBOAT

Bryan Blanchard has supplied some pictures of a recent attraction at Melbourne, a "Tramboat". Certainly different. Not sure if they will be looking to join ATHRA or not! More at [Tramboat](#)



FOUR PARRAMATTA LIGHT RAIL ROUTES SHORTLISTED

AUSTRALIA: New South Wales Minister for Transport Gladys Berejiklian and Parramatta MP Geoff Lee announced the shortlist for the Parramatta light rail route in western Sydney on October 27.

The NSW government announced 10 corridors in June, and has now shortlisted four of these for detailed engineering, transport planning and passenger analysis studies:

- Parramatta – Carlingford – Macquarie Park;
- Parramatta – Old Northern Road – Castle Hill;
- Parramatta – Bankstown;
- Parramatta – Sydney Olympic Park and Strathfield/Burwood.

According to Berejiklian, A\$400m has been set aside from the 2014-15 NSW budget to 'accelerate the work'.

Railway Gazette

SYDNEY CBD & SOUTH EAST LIGHT RAIL PREFERRED BIDDER NAMED

AUSTRALIA: The New South Wales government named the Connecting Sydney consortium as preferred bidder for a PPP contract to build and operate Sydney's CBD & South East Light Rail line on October 23. The consortium comprises Transdev Sydney, Alstom Transport Australia, Acciona Infrastructure Australia and Capella Capital.

The 12 km CBD & South East Light Rail will start at Circular Quay and run via Central to the Moore Park sporting and entertainment precinct, where it will split into two branches serving Kingsford and the Prince of Wales Hospital at Randwick. There will be catenary-free operation within a central pedestrian zone on George Street.

The government is to announce full details of the contract and some modifications to the project once it is formally awarded by the end of the year. 'The biggest challenge for this project is meeting the high demand from customers who are expected to choose light rail over buses, private vehicles and other transport options', said Minister for Transport Gladys Berejiklian. 'The preferred bidder has responded to this challenge with a proposal that ultimately has the potential to carry over 50% more than the 9 000 passengers/h in each direction previously announced by the government. As a result of these wins for customers, this will mean an increase in the overall budget of the project, and the NSW government will now work with the Connecting Sydney consortium over the coming weeks to finalise this major contract.'

The government has previously costed the project at A\$1.6bn. Construction is due to start after April 2015, for opening in 2019-20. The government will set fares and enforce penalties if the operator does not meet the customer service standards including punctuality and cleanliness. The consortium will also take over operation of the existing Inner West light rail line from mid-2015.

Railway Gazette

Interesting how much urban rail development is happening across the Tasman compared to NZ. Editor.

WEST JAPAN RAILWAY TO BUILD STEAM SHOP

KYOTO, Japan – The West Japan Railway Co. will open a dedicated facility in Kyoto to overhaul, and repair steam locomotives as early as next fall, the Asahi Shimbun newspaper reports.

“Preserving steam locomotives for future generations is our company’s social mission,” says railroad President Seiji Ma-nabe. “We hope that the facility will be the center of Japan’s steam train preservation.”

The new maintenance facility will be two stories tall and be built next to the Umekoji Steam Locomotive Museum. Ceiling cranes will be installed to lift locomotives, and the railroad plans to allow visitors to view mechanics working on locomotives at the facility, which will have a floor area of 10,764 square feet.

Construction of the new facility is estimated to cost \$10.29 million.

Umekoji is home to 20 steam locomotives and eight of them are currently in operation. But it has been difficult to overhaul the operational steam locomotives at the existing aged depot.

The new facility will be linked to the Kyoto Railway Museum, scheduled to open in spring 2016.

Trains Newswire

SIR NIGEL GRESLEY TO BE HONORED WITH STATUE AT KING’S CROSS STATION

LONDON – Renowned mechanical engineer Sir Nigel Gresley, who designed locomotives, passenger and freight cars for the London & North Eastern Railway between 1923 and his death in 1941, will be honored with a statue at King’s Cross Station, The Scotsman newspaper reports. Gresley’s achievements include the design of the Mallard; that set a record as the fastest steam locomotive in the world, and the famed 4-6-2 *Flying Scotsman*.

The statue will be cast in bronze, and will stand at around seven feet, six inches tall. Hazel Reeves, who also sculpted scale models of the figure to help the Gresley Society Trust obtain permission to erect the statue, will create it. The expected cost of the monument has been set at \$150,000, which the Gresley Society Trust is hoping to raise via public subscription. The statue is due to be unveiled on April 5, 2016, on the 75th anniversary of his death.

Among his innovations were the *Mallard*; the *Flying Scotsman*; the largest passenger steam locomotive in the U.K.; and the *Silver Link*, a previous holder of the world speed record for steam locomotives.

London & North Eastern Class A4 No. 4498 *Sir Nigel Gresley* was named for its designer as it was the 100th Gresley Pacific-type locomotive.

Trains Newswire

HAWAII’S SUGAR CANE TRAIN MAY RETURN

LAHAINA, Hawaii – A consortium that includes community leaders and a prominent West Maui businessman plans to reopen the Lahaina, Kaanapali & Pacific Railroad tourist railroad, the Lahaina News reports. Operating for 45 years, the railroad made its last run on Aug. 1, 2014, after the former owners of the railroad said it was no longer viable. Known as the “Sugar Cane Train” the railroad has carried more than five million passengers since 1969.

Local businessman Craig Hill, after hearing about preliminary ideas in the media to bring the train back, began exploring possibilities with other like-minded community members. He is now the new owner of the railroad.

“The tracks and train were just days from being removed and re-sold elsewhere, and I’m just one of so many who did not want to see this iconic symbol of Lahaina and the rich history it embodied disappear,” Hill says.

Now that Hill has acquired the railroad, he plans to coordinate efforts that include extensive renovations. He hopes to have the train back in service in several months.

Hill says he plans to continue to work with a local group of volunteers who helped spearhead public efforts to resurrect the train. Hill also credits county department of transportation Director Jo Anne Johnson Winer, executive director of the Lahaina Town Action Committee; Lynn Donovan, Hawaii state Rep. Angus McKelvey; and Iolani Kaniho, operations manager of the Sugar Cane Train, for their efforts to save the railroad.

Opened in 1969, the three-foot gauge, 6-mile railroad follows a stretch of right-of-way originally constructed to haul sugar cane from the sugar plantation fields in Kaanapali to the Pioneer Mill in Lahaina. The railroad crosses a 325-foot curved wooden trestle whose elevation yields panoramic views of neighboring islands and the West Maui Mountains.

Trains Newswire

PICTURE OF THE MONTH



In the October Journal we featured an item on the move of Da 1401 at MOTAT. Unfortunately our intrepid reporter forgot to mention that the logistics for the move were organised by FRONZ member, Dean McQuoid, of DBM Contracting, and owner of restored Da 1429. Sorry Dean.

Dean's company has a nice page on their web site featuring Da 1429. See [DBM Contracting](#)

This picture is taken from the DBM website and shows Da 1429 hard at work at the Glenbrook Vintage Railway

**FRONZ CONFERENCE BLENHEIM
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