



# JOURNAL

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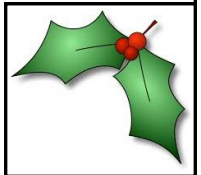
## SEASONS GREETINGS

Just a quick Journal this time as we have only been home from Australia for a short time, and I wanted to get it out before Santa arrives.



Many of you will of course be spending time at your rail hobbies during the next few weeks and hopefully squeezing some time into your schedule for a family festive season as well. Remember family first!

From the FRONZ Executive Team best wishes for Christmas and the New Year.



## ISSUES UPDATE

The FRONZ Executive Team have been dealing with a number of specific issues during they year as well as all the normal administrative tasks.

Some of the specific issues are:

- **Steam Crewing:** Now being addressed by Kiwirail officers who will be completing a report to the KiwiRail Executive on all options for steam crewing. They will seek FRONZ feedback on our issues before putting the report to the Executive.
- **Training:** Colin Vickery is now our point of contact for training. The common access terms which we all signed specifies the access provider will provide all material for training.
- **Carriages:** In light of KiwiRail's withdrawal of the AO cars another part of the report by Kiwirail is the use of older carriages on the mainline.
- **Category 1 Tunnels:** Work is on hold on Category 1 tunnels risks and outcomes as Kiwirail is checking the work the FRONZ / KiwiRail committee was set up to look at. This committee was ready to report back to NZTA on the outcomes, and was working well on resolving issues and working out the risks.

Our President, Grant Craig, recently discussed these issues with Kiwirail, and stressed the need to progress these items smartly in the New Year.

## FRONZ EXECUTIVE CHANGE

Most readers will be aware the our "co-opted" Executive member, George King, is now learning how to drive big trains for Kiwirail based in Greymouth. George is unable to continue on the Executive and his position will be passed to Jeff Tollan from Pleasant Point Railway, who works as a journalist in Wellington. George has successfully progressed the upgrade to the FRONZ web site and will support the online booking process for the FRONZ Conference 2015 before he finally leaves us. Meanwhile Jeff will join us to provide his youthful insight where George leaves off.

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

## NEWS FROM OUR MEMBERS

### CHRISTCHURCH CITY TRAM LOOP EXTENSION FORGES AHEAD

This last month in town has seen the return to service of Boon 152, after a period of driver (and conductor) training—conductors have returned to the city tramway for the first time since the earthquakes. The full loop is operating well and has been appreciated by visitors and locals alike.

Progress with the tram extension is going well, and on target for opening in time for the Cricket World Cup in February. The “Cathedral Curve” track (and Cathedral Proof fence) has now been completed and a good start has been made on excavations at the interim High-Manchester terminus for the new cross over. Temporary wooden poles have been erected in High Street to replace building attachments (buildings gone!) and at Manchester Street to temporarily terminate the overhead, and deep holes have been appearing in parts of Oxford Terrace with steel poles to follow. In Oxford Terrace the track straightening has been completed and the contractors have started work on preparing to lay new pavers on the Cashel-Hereford Street section.



Tram 411 (tramway restaurant) has been repaired and refurbished and re-entered service on Wednesday 10 December. And, in anticipation of the extension opening where the initial running to Manchester Street and return will result in all trams needing to be able to be operated from both ends and with loading/unloading from both sides.

At the other end, in High Street, work on the crossover is under way.

*From "Ferryroad Tram Tracts". Photo: New track and "Cathedral-Proof" fence. Dave Hinman*

### WAITAKERE TRAMLINE SOCIETY

Rainforest Express to Remain Closed.

The Waitakere Tramline Society regrets to announce that it has been advised by Watercare Services that the Waitakere Tramline has been permanently closed to any passenger train operations as from Monday 24 November 2014.

Watercare has announced the Rainforest Express will remain out of service indefinitely. The decision will also mean an end to the passenger service previously operated by the Waitakere Tramline Society.

Public use of the Upper Nihotupu and neighbouring Waitakere tramlines has been suspended since May 2013, when a major landslide caused significant damage to the Upper Nihotupu tramline.

Watercare Chief Executive Raveen Jaduram said he was sad to see the end of what had become a West Auckland icon during the 15 years Watercare had operated it as a sightseeing excursion for visitors from far and near.

He said the Board had taken a long time to assess the various options available to the company, but in the end the decision was a straightforward one.

There is an online petition to Watercare at [https://www.change.org/p/save-the-rainforest-express-save-the-rainforest-express?re-cruiter=21646061&utm\\_source=share\\_petition&utm\\_medium=facebook&utm\\_campaign=share\\_facebook\\_responsive&utm\\_content=small](https://www.change.org/p/save-the-rainforest-express-save-the-rainforest-express?re-cruiter=21646061&utm_source=share_petition&utm_medium=facebook&utm_campaign=share_facebook_responsive&utm_content=small)

Updates and other interesting items are on the Facebook page called Waitakere Tramline and NZ Regional Trains (WTANZRT) <https://www.facebook.com/www.waitakeretramline.org.nz>.

We have also been advised by Cathy Bentley from Stelvio Ltd that Auckland Council may investigate taking over the Rainforest Express, which will hopefully bode well for Waitakere Tramline also. The 'Friends of the Rainforest Express' facebook page will keep everyone up to date.



## CLIMAX 1317

Recently our intrepid roving reporter, David Maciulaitis, had the chance to view progress on the former Rose Garden Climax in Te Awamutu.

Climax 1317 was built in 1914 and worked for the Egmont Box Company at three sites from 1914-1942. Then it went to Smyth and Broyer, and worked at two of their mills from 1942 to 1956. The last mill it worked at was Ngaroma. The restoration is being undertaken by the Lions Club of Te Awamutu, under the guidance of Ken Williamson. The work has been extensive, all gears have been built up and machined to shape. New cylinder drains have been cast from a new pattern. New piston rods fitted, a whole new chassis, new cab, funnel and bunker. All truck frames have been rebuilt and overhauled.

It has been suggested that the wheel sets fitted to the trucks on 1317 are from the former Taupo Totara Timber Co's, Climax 'A'.





## GOLDFIELDS RAILWAY

We have an ongoing mission in replacing sleepers. Over the last 6 months we have installed around 700. only 4000 to go

Plans are afoot for a small gauge railway to run around House 6 which is currently being grazed - all subject to building consents and engineers' reports and DOC approval. A replica water tower is also being looked to be sited at the end of Wrigley Street.

Over recent months the station interior of the public area has been renovated, with changes to the retailing area and installation of a coffee machine to slake the thirst of travellers and cyclists alike.

New part walls have been built which has allowed our display area to be increased, encouraging visitors to enjoy what we have to offer.

The internal ticket office has been re-organised along with a distribution of activities to outside contractors who are better equipped to handle such things as marketing and promotional issues. This includes the on-going development of our website which will become our primary advertising media.



We have signed a contract with Bridge It NZ and the contract is being managed by Opus International Consultants. We have raised \$295,000 which together with \$30,000 of our own funds will be sufficient to pay for the work that is to be done. The new steel piers are currently being constructed in the Bridge It workshop in Katikati. The access road to the site has been built by Carters Contractors and the line will close mid November until 20th December while the new piers are put in place. All focus is on getting the job done so that the train will be operating again for passengers on Boxing Day.

DSA Hunslet Loco 551. Purchased by Bevan Healey, this train is on loan to Goldfields Railway and will be known internally as Locomotive 8.

The train comes from the Ravensdown fertiliser works at Awatoto, Napier.

*From recent newsletters.*





## BAY OF ISLANDS VINTAGE RAILWAY

27 November was "Tui" day as Garth and his faithful band of workers came together to celebrate all their hard work following the rebuild of Tui. Photo right.

16 November saw the official opening of the Kawakawa-Opua section of the Far North District Council's Coast to Coast cycleway.

There is no formal track between Kawakawa and Taumarere so cyclists will either travel by train from Kawakawa to Longbridge or cycle along SH11 to Taumarere. Cyclists have been seen pushing their bikes along the railway tracks but this option is not approved for safety reasons. One group was also noted riding through the adjoining farmers paddocks but again this is not recommended due to stock and electric fences.



Photo - Anne Leitch

Mayor John Carter re-inforced in his speech both at Taumarere and Opua that the cycleway section between Taumarere is only temporary and will be removed once the BOI Vintage Railway has the funding to rebuild the track to restore rail services back to Opua over the next year or two. BOIVR share the disappointment some will have as there is little doubt that the formed cycleway is a safe and enjoyable amenity for not only visitors but also the local community. However BOIVR would not have allowed the formation of the cycleway if there was to be any doubt that they would not be able to reclaim the corridor for the restoration of the rail as funding permitted.

*BOIVR members with Mayor John Carter and Tai Tokerau MP Kelvin Davis get ready to board the Gabriel Cycleway special.*

## FELL LOCOMOTIVE MUSEUM

*From December Newsletter*

Welcome to the new committee members elected at the AGM on 2nd November. These new committee members are:

President: Garry Thomas

Vice President: Philip Vallance

Secretary: Marion Hewison

Treasurer: Carole Needham

Other members: Don Meek, Jocelyn Konig, Pat Flynn

Thanks to previous committee members (Graeme Jupp, Dave Waddilove, Graeme Wilton and Phillip Dittmer), for their dedication, hard work and loyalty to our society.

Proposals that have been put forward to progress the amalgamation of the Fell and Heritage Museums.



## CHINA IN DECLINE ... BUT DO NOT DESPAIR

It is indeed a sad fact that steam in China (or Indonesia for that matter) is now a mere memory, and we could all be forgiven for thinking that it's all over - but wait a minute, there is still hope for those whose obsession is steam at any price. So where else can we look for decent steam action? Well, **Brazil** for a start where the preservation movement has made spectacular strides in recent years. Even the **USA** is getting it's act together at long last, and the prospect of seeing N&W 4-8-4 No.601 and UP 4-8+8-4 No.4014 in steam once more is surely enough to quicken the pulse. But even the richest country in the world can't claim to be the steamiest place in the world. So where do we have to go for nearly **1,000 locomotives** with current boiler certificates? It is, of course, **Europe**, where the **UK** alone can boast upward of **400 loco's** in action on a dozen different gauges and as many again awaiting re-certification or restoration. It is ironic that the crown for being the steamiest country in the world has come home to where it all began 190 years ago.

If there is any doubt about these claims, then I hope the attached images will dispel them completely. All were taken in the past 3 years.

So, all is not lost if you know where to look.

Good hunting in 2015 !

Cheers,

**John Stevenson**

Leicester, UK.

Forwarded by Bryan Blanchard



Germany



Romania



England

*New Year Greetings for 2015 !*



West Somerset Railway  
England UK





## PICTURE OF THE MONTH



During our recent visit to Sydney we made the most of a weekly pass on all forms of public transport. The light rail (or is it a tram!) system now runs along the former Rozelle freight rail corridor from Central Railway Station, through Darling Harbour to Dulwich Hill. Future plans include a link along George Street to Circular Quay, then 12 kilometres to the south east. Further expansion to Western Sydney is being investigated.

I was particularly taken with the "Wicked" tram passing beside the Capitol Theatre where "Wicked" was currently showing. We took in the show, staying in a hotel right across the road. Note that this section of Hay Street is a Light Rail only zone.

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

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