



# JOURNAL

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## FRONZ CONFERENCE 2015

Work is progressing with planning for the FRONZ Conference in Blenheim for Friday 29 May to Monday 1 June. More detail will be available during February and March.

We have confirmed a coach will travel from Nelson to Blenheim on Friday and there will be a visit to the Nelson Railway en route for lunch.

Anyone wishing to fly from the North Island or South Island is advised to seriously consider flights to Nelson, from which we are offering coach travel to and from Blenheim, as Nelson flights are cheaper and in bigger aircraft plus more direct than flying via Wellington to Blenheim.

We are negotiating with a number of accommodation providers in Blenheim to cater for differing budgets.

This will be a three town conference as we are also planning an expedition to attractions in Picton on Monday. More details next month.



*Left: A recent picture of our FRONZ Conference 2015 host group Blenheim Riverside Railway train taken by Michael Boyton.*

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



## NEWS FROM OUR MEMBERS

These items are obtained from numerous e-newsletters that our member groups publish. Members are welcome to submit these or any other information they would like to share with the wider rail and tramway heritage community by e-mailing to [scottosmond@xtra.co.nz](mailto:scottosmond@xtra.co.nz)

### RAILWAY ENTHUSIASTS SOCIETY

On 16 November 2014 the Railway Enthusiasts Society ran a "Farewell to the ADKs" charter which ran over the entire Auckland suburban system. The ADK/ADB fleet of 10 units was built in 1967-68 for use in Perth and bought for Auckland in 1993. All are now withdrawn as the new electric units are brought into service. Some opportunities for photos provided these images taken by Murray Twigg, courtesy of Bryan Blanchard.



*Arriving Onewunga*



*Near Waitakere*



*At Pukekohe*



*Paerata*

### FEILDING AND DISTRICTS STEAM RAIL SOCIETY

There have been significant changes in Feilding Steam Rail following their AGM.

After many long years Russell Wiseman has decided to stand down. Barbara Jackson has taken up position of General Manager, Rod Bertram Chairman and Stuart Anderson is Operations Manager.

FSR also has a dedicated Excursion Committee formed and already FSR is reaping the benefits of these changes with "on line" booking facilities etc. The future looks positive & exciting with several trips planned for 2015.





## WHANGAPARAOA RAILWAY

Bryan Blanchard recently visited the Whangaparaoa Railway and has sent these photos. Ted Pointon's legacy is in a unique location in a rapidly growing area and well worth a visit.



## PLAINS RAILWAY

Christchurch Press - 17 January.

A large fire gutted an old workshop at the Plains Vintage Railway Museum in Ashburton this morning but did not destroy anything of historical value.

The Fire Service said five trucks and a tanker were called to put out a large fire at the Tinwald attraction at about 5.15am. A large shed was well ablaze by the time crews arrived.

Initially, it was thought historical steam engines were housed in the gutted shed, but volunteers working at the museum said they had been moved.

The shed in question was a former workshop, and housed tools, spare parts and fundraising equipment used over the years.

"There were no engines in there and nothing historical," said Darryl Nelson, president of the preservation society.

"It won't affect our opening or running of the museum."

The scene had been cordoned off and the fire was being treated as suspicious. Police and fire investigators were expected to be on site until this afternoon.

Nelson said a clean-up working bee had already been organised for Sunday morning and they would salvage what they could and dismantle the now-dangerous shed.





## CANTERBURY RAILWAY SOCIETY

Last in steam in September 1999, F 13, *Peveril*, was dismantled in 2000. However, real restoration did not get under way until 2004.

After interruptions for other projects and then the Christchurch earthquakes, the restoration is now finally complete. Moving in steam for the first time for its boiler-certificate test runs on Thursday 11 December 2014, the locomotive was again in steam on Saturday 13 December to allow the fine tuning and additional mechanical adjustments always necessary after first post-assembly running.

Getting the back headlight to work with the front headlight off proved easier said than done after what turned out to be a wiring error in the knife switch in the cab.

In the New Year, F 13 had its first run on the Steam Sunday roster running passenger trains from Moorhouse to Ferry-mead on Sunday 4 January 2015.



*Above left:* Canterbury Railway Society electrical sleuths Murray Blair (left) and Peter Jenkinson checked the wiring to the rear headlamp.

*Above:* Rewiring the knife switch in the cab of F13, Nigel Hogg watched as Murray Blair rectified the problem.

*Left:* Relief steam locomotive from the Plains Railway, A 64, was also in steam that Saturday running trains for a KiwiRail staff Christmas picnic at the Ferry-mead Heritage Park. In the late afternoon, both locomotives were positioned beside each other to allow a record of their vintage "in-steam" reunion.

(Photos D. L. A. Turner)

## GLENBROOK VINTAGE RAILWAY

I made my semi-annual visit to GVR on 28 December and took the pictures on next page.

Two new Ww boilers are being built by an external contractor this year for both 644 and Ww 480. Ja 1250 is having its annual boiler inspection, and plenty of other maintenance and development work continues during the operating season.

GVR are reporting good passenger numbers this summer and special events including a Model Show over Auckland Anniversary Weekend and a Thomas weekend on 28 February, 1 March, are planned.

The RES Overseas tour programme is full and bookings are high for 2015.

Forthcoming Mainline trips include the Te Kuiti annual muster trip on 11 April but unfortunately a number of excursions based from Hamilton have been put on hold due to "organisational challenges".





**Photos:**

*Top: The Glenbrook turntable awaiting its link to the main line.*

*Middle: Various locos on display at Pukeowhare.*

*Bottom: Stalwart Ww 644 at Victoria Ave.*

## MEMBERS CLASSIFIEDS

### V LOCOMOTIVE MAIN FRAME - FIELDING STEAM RAIL

"To a good home" one V Locomotive Main Frame.

For further details contact Rod Bertram at Feilding Steam Rail.

[rod@steamrail.org.nz](mailto:rod@steamrail.org.nz) or 027 443 0220

### NZR DRAWING WANTED. OAMARU STEAM AND RAIL RESTORATION SOC

Oamaru Steam and Rail Restoration Soc. Inc. have a request for a drawing.

We are looking for a NZR drawing Number Y21875, this is for Diesel Locomotive and Tractor crank pin condemning sizes.

John Paul. E-Mail <mailto:JBRJPAUL@xtra.co.nz>

### UNIVERSITY PROJECT REQUEST FROM AUSTRALIAN MEMBER

I have been involved with heritage railways for many years, and more recently worked for the South Australian Rail Safety Regulator and the Central branch of the ONRSR. One project I had fun with was the heritage SMS toolkit developed by the Rail Safety Regulators Panel.

I am currently completing a Master in Railway Safety Management through Central Queensland University, and am working up my research project.

My topic is *"An exploration of issues affecting the ability for heritage railways in Australia and New Zealand to develop and implement safety management systems in support of obligations under rail safety legislation"*.

The need for research in this domain has been identified subsequent to my work experience in the regulatory space, where in I noted that heritage railways were appearing to be experiencing difficulties in fulfilling their obligations under rail safety law. This project hopes to build on the more recent work by Anderson and Ponton.

The project seeks to identify the issues, challenges and opportunities that may exist and may be affecting the ability of heritage railways to implement and maintain a compliant rail safety management system to fulfil obligations under rail safety law. Whilst it is not an intended outcome of the project, the data collected may assist in facilitating compliance and improvement in a number of ways.

I am keen to recruit participants for an interview that will take between an hour and an hour and a half, and would like to sample a range of heritage groups including some who operate on the commercial network. I am hopeful to conduct the interviews late February and early March.

The project is currently proceeding through the University Ethics approval process.

If you are interested, please contact me via my mobile (0418807954) or my university email [nicholas.doncaster@cqumail.com](mailto:nicholas.doncaster@cqumail.com).

Thanks

Nic Doncaster  
Masters Student  
Central Queensland University



## INTERNATIONAL NEWS

### AUSTRALASIA'S NEWEST TRAMWAY

On our recent Australia trip I took a return ride on the newly opened Gold Coast Light Rail.

The system consists of a 13-kilometre, 16-station standard gauge double-track line between Griffith University and Broadbeach and was opened in July 2014.

It follows the Gold Coast Highway for much of the journey with a detour right through the main shopping and entertainment area of Surfers Paradise. Along this section the road has been reduced to one traffic lane one way and the tram gets the rest of the thoroughfare. There are unconfirmed plans to extend it further south possibly as far as the Gold Coast Airport and Coolangatta. At the Broadbeach terminus there is future-proofed track laid in preparation for the extension.

The Gold Coast Rapid Transit fleet consists of 14 Flexity 2 trams built by Bombardier Transportation in Bautzen, Germany. The system uses standard gauge tracks with 750 V DC overhead catenary.

My pictures are below.



*Southport Station*



*Above: End of line Broadbeach.*



*Left: Broadbeach platform showing temporary platform laid over tracks for extension.*

*Below: Surfers Paradise Boulevard with one lane for traffic and the rest for trams. How things should be!*





## GROUNDBREAKING LAUNCHES CALIFORNIA HIGH SPEED LINE CONSTRUCTION

USA: California High-Speed Rail Authority held a groundbreaking ceremony at noon on January 6 to officially 'commemorate the start of sustained construction' of the state's high speed line. During the event, Governor Jerry Brown and other dignitaries signed a ceremonial section of rail at the site of the future Fresno station.

'We now enter a period of sustained construction on the nation's first high-speed rail system - for the next five years in the Central Valley and for a decade after that across California,' said High-Speed Rail Authority board Chairman Dan Richard. 'This is an investment that will forever improve the way Californians commute, travel, and live. And today is also a celebration of the renewed spirit that built California.' CHSRA plans to have trains capable of 320 km/h running between San Francisco and the Los Angeles basin in under 3 h by 2029. The line would eventually be extended to Sacramento and San Diego, totalling 1 280 km with up to 24 stations.

The \$985m Construction Package 1 was awarded to a joint venture of Tutor Perini, Zachry Construction and Parsons in June 2013. The design and build contract covers civil works on the 47 km Madera – Fresno segment of the \$6bn Initial Operating Section which will run for 480 km between Merced and the San Fernando Valley.

Initial works are already underway, and guests at the groundbreaking ceremony were able to see progress with site clearance. Other works underway include the finalisation of project designs, right-of-way purchasing and workforce training and mobilisation.

'This is truly a historic moment in America, where California once again is leading the way,' said Andy Kunz, President & CEO of the US High Speed Rail Association. 'High speed rail will transform the nation as dramatically as the internet did.'

*From Railway Gazette*



## RIGID CATENARY SPEED RECORD

AUSTRIA: Installed by Furrer+Frey in partnership with HC-Electric, the rigid 15 kV AC overhead conductor rail fitted in the Sittenberg tunnel on the Wien – Linz route is the first in Europe to comply with the high speed infrastructure TSI for speeds of 250 km/h or higher.

In contact force measuring tests undertaken by ÖBB Infrastruktur using DB's ICE-S test train on November 17, running speeds of 302 km/h were recorded in the tunnel.

Furrer+Frey says that this is a world speed record for a train using rigid catenary.

*From Railway Gazette*

## TOLL GROUP DIVESTS CAMBODIAN RAILWAY STAKE

CAMBODIA: Australian logistics group Toll has divested its 55% stake in the Toll Royal Railway joint venture to its local partner Royal Group with effect from December 19.

Toll Royal Railway took over the dilapidated metre-gauge network in 2009 under a 30-year concession. The Asian Development Bank and Australian development agency AusAID have provided financial support for rehabilitation, and the 264 km Phnom Penh – Sihanoukville Southern line now carries containers, fuel, coal and cement. However there have been delays to the infrastructure upgrading programme, and disputes about compensating people affected by the railway rehabilitation.

'The decision to divest our interest in the concession was not taken lightly, but it was decided after generating lower-than-expected returns over a period of time,' said Toll Group Managing Director Brian Kruger on December 22. 'In addition, setbacks and delays in track rehabilitation works by external contractors over the past two years has in our view also impeded the efficient operation, and hence economic viability for Toll.'

Kruger said Royal Group would continue with operation and redevelopment of the network. He said Toll Royal Railway 'has prided itself on the professional approach it has taken to training staff, safety management, community education, operational excellence and reducing road congestion, and Toll recognises the importance of the improvement of logistics services to support the growth and prosperity of Cambodia.'

Toll is to retain a presence in Cambodia through its freight forwarding operations, and will be Royal Group's preferred supplier for domestic land transport and warehousing.

*From Railway Gazette*

## NJ TRANSIT EXTENDS QUIET CAR PROGRAM SYSTEMWIDE

NEWARK, N.J. – Beginning Jan. 20, NJ Transit's Quiet Commute program will be expanded systemwide. This includes trains departing or arriving Hoboken Terminal, Newark Penn Station, New York Penn Station, and Atlantic City Station, and Bay Head shuttle trains departing or arriving at Long Branch Station. It is in effect 6 a.m. to 8 p.m., Monday through



Friday.

Quiet Commute cars are intended to provide a subdued environment for customers who wish to refrain from using cell phones and are willing to disable the sound feature on pagers, games, computers, and other electronic devices.

"Since NJ Transit introduced 'Quiet Cars' in 2010, it has been popular with customers who want to relax or work in a quiet atmosphere," Transportation Commissioner and NJ Transit Chairman Jamie Fox says. "It has been successful and something the public wants, which is why we're expanding the program across our system."

"We heard from our customers that they want to enjoy the benefits of Quiet Commute cars on more of our trains," said Executive Director Veronique "Ronnie" Hakim. "This expansion demonstrates to our customers that their feedback will continue to be the driving force behind NJ TRANSIT's ongoing efforts to improve their overall experience on our system."

The agency says it will continue to closely monitor and evaluate the Quiet Commute program, with feedback received from customers and employees guiding any possible changes.

*From Trains Newswire*



## ONTARIO MAYOR WANTS CANADIAN NATIONAL TRACKS OUT OF TOWN

NIAGARA FALLS, Ontario – The mayor of Niagara Falls wants to move Canadian National out of his city. His frustration stems from delays residents, and emergency responders, face due to train passing through the city, the Niagara Falls Review reports.

"There is no purpose for them to come through the city," Mayor Jim Diodati says. "These breakdowns, malfunctions and delays are continuous and they don't even have the respect for the community to call and notify us."

Some city officials have suggested a grade separation as the best solution, but Mayor Diodati does not agree. "If you build one overpass then you commit CN to be here forever," he says. "I would rather take that \$15 or \$20 million to building that one overpass and put it toward rerouting the trains around the city. That would be money well spent. To me, that would be a way of dealing with the problem instead of the symptom."

The mayor suggests the railroad could use Canadian Pacific trackage, which bypasses the city.

CN spokesman Jim Feeny says the railroad and the city have had several discussions regarding the issue, but he says slow and stopped trains are part of operating a railroad.

"We understand the mayor's frustration, but there are times when the nature of our operations will result with crossings being blocked for a period of time," Feeny says. "We regret the inconvenience to residents, but the safety and integrity of our operations and our ability to serve our customers is our prime mandate."

*From Trains Newswire*

## NEW SOUTH WALES XPT

And finally to bore you, dear readers, with another section of our recent Australia holiday, we travelled on two New South Wales XPT services between Sydney and Port Macquarie, and Port Macquarie and Casino. A perfectly adequate if unspectacular service but many previous rail routes are now replaced by coach. The services are well patronised and do provide a good, well priced alternative to driving or flying. Here is our train awaiting an 11:40 am departure from Sydney on 21 December, 2014. They lose a bit of time en-route but there is plenty of fat in the timetable so the final destination is pretty much on time. At one stage we were nearly 90 minutes late but made it all up by the time we got to our destination. We saw plenty of coal trains but they waited for us, rather than the other way around which happens in the USA when using AMTRAK.

North of the coalfields area of the Hunter region there seems to be very little freight on this main Sydney-Brisbane line which is under-utilised while billions of dollars are spent on the Pacific Highway to allow the trucks to go faster.





# PICTURE OF THE MONTH



## Working fleet

Steam Incorporated's main line operating fleet — JA 1271, AB 608 and DA 1431 — pose between duties outside the Engine Shed, Paekakariki.

*Picture: John Bovis*

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