



JOURNAL

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IN THIS ISSUE

FRONZ Conference 2015	1	Members Classifieds	6
Gisborne Line Updates	2	Blenheim RRS Branch Opening	7
Christchurch Tramway Extension Open	4	International News	8
Mainline Excursion incidents	5	Picture of the Month	11
News From Our Members	5		

FRONZ CONFERENCE 2015

Our plans are coming together for the FRONZ Conference in Blenheim.

More details below

FRONZ CONFERENCE 2015 BLENHEIM 29 MAY TO 1 JUNE 2015 Queen's Birthday Weekend

The 2015 FRONZ Conference will include presentations of heritage railway and tramway interest, plus our rail regulator, and visits to local and other interesting sites, as well as the FRONZ AGM and Awards Dinner.

Delegates, Observers and Partners from all member groups are welcome.

Friday 29 May activities will start at Nelson Railway with optional coach travel via Nelson

Saturday 30 May Conference Sessions.

Sunday 31 May. FRONZ AGM, Conference Sessions in morning. Blenheim Riverside Railway and Omaka Aviation Heritage Centre in afternoon visits and Awards Dinner.

Monday 1 June. Visit Edwin Fox, Picton.

Registrations online at our web site www.fronz.org.nz from early April.

Our Conference
Host Group:



OUR 2015 SPONSORS



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

GISBORNE LEG OF RAIL LINE 'NOT VIABLE'

Gisborne Herald. Friday, January 30, 2015

RESTORATION of the railway line between Gisborne and Wairoa is no longer under consideration because it would not be viable, a Hawke's Bay Regional Council meeting heard this week.

Independent consultant Nick Cornwall told the meeting he had concerns over the viability of restoring the Gisborne-Napier rail line but the possibility of logs from Wairoa to Napier could be a considerable opportunity. Mr Cornwall was employed by the council as part of an investigation into the merits of investing \$5.5 million in a proposal by the Napier-Gisborne Shortline Rail Group (NGR).

NGR is made up of six men keen to see the line back in use after it was mothballed when portions of the track were washed out between Wairoa and Gisborne in 2012.

On Wednesday the council gave Mr Cornwall approval to consider an alternative to the business case for a Napier-Gisborne line. Discussion at the meeting revolved around the viability of a shorter Napier-Wairoa line. This was largely due to early work that found there was insufficient freight demand in and out of Gisborne to justify the \$3.5m to \$5m reconstruction required on damaged parts of the line.

A paper before the council said there was a significant opportunity to carry export logs from Wairoa and nearby sidings to Napier Port. Significant increases were expected when the surrounding forests reach their harvesting age of 27-plus years in this region from 2018.

Mr Cornwall told the council he was confident NGR would have a business case within three weeks but drafts indicated significant early trading losses and demand for capital. He had concerns those demands for capital would not be met by NGR. NGR's business case will be presented to the council next month.

The council is completing a viability study before deciding whether it will lease the mothballed Napier-Gisborne line from KiwiRail. The deadline for that decision is March 1.

The Wairoa Star reported NGR spokesman Graeme Carroll as saying the NGR case proposed the first stage to Wairoa with a log hub operation, followed by a second stage to Gisborne.

"This is in line with our earlier presentations. The issues and challenges outlined in the HBRC update report are being progressively addressed as part of the detailed business case development process. We look forward to a successful outcome."

Once KiwiRail have given official notice that the Wairoa to Gisborne part of the line is available for lease consideration, Gisborne City Vintage Railway will apply for a lease from Gisborne to Muriwai to run excursions with its steam train Wa165.

Vintage Rail president Geoff Joyce said the biggest obstacle was funding to get that part of the track up to standard.

"With the cruise liners starting to arrive in November, we really want to meet that deadline, so we will be urgently seeking funding to be able to upgrade the track."

KiwiRail would require Gisborne City Vintage Railway to demonstrate it could operate at a financially-viable level before it would grant a lease.

"We can do that once we get the track up to standard — but not until we get money to upgrade it."

Editor's Comment: Many readers will be aware that there are many successful Short Lines in North America but sadly here in New Zealand the attitude seems to be that only one rail operator is allowed or better still only road users get a deal.

The [American Short Line and Regional Railroad Association](#) (ASLRRA) is a non-profit trade association that represents the interests of its 450 short line and regional railroad members in legislative and regulatory matters. Short line and regional railroads are an important and growing component of the railroad industry. Today, they operate and maintain 30 percent of the American railroad industry's route mileage, and account for 9 percent of the rail industry's freight revenue and 12 percent of railroad employment

SUPPORT IN PRINCIPLE FOR NAPIER-WAIROA RAIL LINE PROPOSAL

PRESS RELEASE FROM HAWKES BAY DISTRICT COUNCIL

Wednesday February 18, 2015

Page Content

Hawke's Bay Regional Council's Corporate & Strategic Committee is recommending Council supports in principle a proposal to lease the mothballed Napier to Gisborne Rail line from KiwiRail.

The line was mothballed in December 2012, after storms earlier in the year caused severe damage, which is expected to cost close to \$4 million to repair. Council commissioned a business case late last year on whether leasing the line was a good investment for the Council and the region.

An interim business case was presented to today's Corporate & Strategic Committee meeting recommending Council supports the opening of the rail service from Napier to Wairoa to move logs from a hub in Wairoa to Napier Port, subject to a number of conditions, including lease terms which are suitable to both KiwiRail and HBRC.

KiwiRail set a deadline of 1 March 2015 for the Council to make a decision on whether to lease the line, and at today's meeting Councillors agreed in principle.

The Committee is recommending a final deadline of 30 June 2015 to resolve all outstanding issues between KiwiRail and HBRC, confirm an operator and private investors and to get a more definitive indication of how much support there is for the proposal from Wairoa forest companies.

It was also recommended Council Chairman Fenton Wilson liaise with all interested parties, including Council's investment company HBRIC Ltd, the Napier Gisborne Rail Group, Napier Port, and other transport interests and KiwiRail to enhance the prospects of the initiative succeeding.

The recommendations will be considered at next Wednesday's full council meeting.



Photo stop at Black's Beach, Saturday 28th April 2012, during Steam Incorporated's last passenger train on the Napier-Gisborne Line before its "mothballing". Photo: Steve Mac

CHRISTCHURCH TRAMWAY EXTENSION OPENED

Thursday, 12 February 2015, the Prime Minister, the Right Honourable John Key opened the earthquake-delayed extension of the Christchurch central city tourist tramway. The extension is in effect a second loop or circle, which, when combined with the original circuit, forms a schematic figure eight. From a tourist point of view, the enlarged tramway tends to link the otherwise fragmented surviving parts of our broken central city and provides a travelling platform to view the four years of progress since the biggest of the many earthquakes; the continuing demolitions, the open spaces, the restorations, and the rebuilding.

Text and pictures by D.L.A. Turner



Left. Christchurch Mayor, Lianne Dalziel (in red and black) the Christchurch Tramway's Managing Director Michael Esposito, and the Prime Minister, answer media questions alongside Box Car 11.



Left. John Key on the steps of Boon 152 after driving it (under the tutelage of the Tramways' Driving Instructor, Joe Pickering) along Cashel Street as far as Colombo Street, just alongside Ballantyne's Department Store

Below. John Key addresses the official opening gathering. In the background Boon 152 and Box Car 11 at the Bridge of Remembrance end of Cashel Mall.



RECENT INCIDENTS INVOLVING FRONZ MEMBER LOCOMOTIVES ON MAINLINE EXCURSIONS

The FRONZ Executive are aware of two incidents involving two different locomotives being operated on the national rail system recently.

1. Locomotive failed on a trip from Wellington to Whanganui and return.
2. Locomotive allegedly caused lineside fires on a trip from Oamaru to Dunedin.

We are understandably concerned when there is a problem with any of our members' equipment or operations and are working with those responsible for the operation of these locomotives to ensure failures of this or any other kind do not occur again.

Trevor Burling

Executive Officer

NEWS FROM OUR MEMBERS

Do I get your News?

I cannot print information on your group's activities in Journal unless you send me news of what you are doing. I love to see all your newsletters and any other information. So please let me have a copy of newsletters, links to web updates, and any other information about your activities, preferably by e-mail to scottosmond@xtra.co.nz

PLEASANT POINT RAILWAY

From Pleasant Point Gazette

Kiwi The Engine, 2015. Easter – 4th, 5th and 6th April, 2015

We are holding once more this very popular event over Easter. An added bonus will be the launching of another new publication in the Kiwi the Engine series. **'Kiwi the Engine and the Queen Bee'**. This has again been written by Karalyn Reid and illustrated by Helen Applegate. Over Easter we will have a special selling price for this book as well as the earlier publications. All three books of the series can be purchased for \$20. 2 books of the series for \$15 or a single book for \$10.



Kiwi will be attending, handing out Easter Eggs to the children. Also attending will be the 'Funny Old Station Master' making sure the train is running on time. The hand jigger will be in action at Keanes Crossing. As will the model railway with its new attractions and the Vintage Movie theatre. Jerry will be in the printing room operating one of the old presses, the Goslings will be there with face painting and pop corn. Spread the word. A great weekend is planned. Launching begins at 10am on Sat-

*A vital part of running a heritage railway, General Manager Leon James holds the first of two Museum Safety Training Courses on 24.1.2015 for members Involved in operating days.
Photo: Bryan Blanchard*

FERRYMEAD RAILWAY AND TRAMWAY



A couple of different "people" pictures from the camera of D.L.A. Turner showing two FRONZ Member's railways at Ferrymead from the top of double-decker tram 26. The view at Moorhouse and then at the Ferrymead end, with F13 at work on the "Steam Sunday" train.

FEILDING AND DISTRICTS STEAM RAIL SOCIETY



The last run in 2014 by FEILDING STEAM RAIL saw WAB794 hauling the "Capital Connection" consist to Feilding for the XMAS Parade. This is a very popular event and the train was sold out in advance. From Feilding a side trip was run to Rangitawa (near Halcombe) and return to Feilding in time for the parade. The weather was fine and a great time had by all.

2015 is off to a busy start at our depot servicing rolling stock in preparation for planned upcoming excursions

MEMBER CLASSIFIEDS

BELLOWS—WEKA PASS RAILWAY

Weka Pass Railway have 3 bellows to give away. They are approx. 12" x 10" (to the outside of the mounting plates). Also 2 spare bellows without mounting plates.

Free to a good home. They do not fit Dg, Df, Dj. Locomotives We do not have any idea what they are off.

Contact: Paul Markholm, 03 313 9059 or 0274 550 539. e-mail: steampig1@gmail.com.



V LOCOMOTIVE MAIN FRAME - FIELDING STEAM RAIL—RE-ADVERTISED

"To a good home" one V Locomotive Main Frame. For further details contact Rod Bertram at Feilding Steam Rail.

rod@steamrail.org.nz or 027 443 0220

BLENHEIM RIVERSIDE RAILWAY SOCIETY INC.

OMAKA BRANCH RAILWAY GRAND OPENING

Saturday March 21st 2015 at 2.30pm

After several years of planning, 2 years of hard work, and the huge support of many local organisations, businesses, and volunteers, this project is ready to open. We are making history, with this being the first new South Island branch line for decades.

PROGRAMME

- Guests meet prior to 2.30pm at the new OMAKA Station near the entrance of the Omaka Aviation Heritage Centre and the Omaka Classic Cars Collection.
- 2.30 pm. Welcome.
- Several speeches.
- Ribbon Cutting and formal photographs.
- Board trains to journey over the new 1km long Omaka Branch Line to Brayshaw Park Station, where refreshments will be served.
- Trains will take guests back to Omaka as required.
- Please note that this is an occasion for invited guests only. Public train services will begin on the following day, Sunday March 22nd.



INTERNATIONAL NEWS

ASIA PACIFIC HERITAGE AND TOURIST RAIL ORGANISATION

From Loco Shed, journal of the Asia Pacific Heritage and Tourist Rail Organisation. Readers may recall the President Kyoichi Oda attended the FRONZ 2010 conference in Palmerston North.

<http://www.aphtro.org/>

<https://www.facebook.com/aphtro>

Since our Last conference in Taiwan, the progress seems slower as board members have had a busy time. This issue appears after a delay of a month. However, we expect to catch up soon – now in our second year, 2015.

The President Kyoichi Oda visited Bangkok, Thailand in October 2014. Our relationship with State Railway of Thailand has begun. The APHTRO president Kyoichi Oda visited Bangkok, Thailand in October 2014 to build a relationship with the State Railway of Thailand (SRT).

SRT has two Pacific steam engines in an operational state, and some Mikados and smaller Moguls. All locos belong to and are kept in Thonburi depot, Bangkok. Steam engine drivers and workshop staff, also working in this depot, run these engines and keep them in good order. All working steam locos have been converted to oil firing.

One of the most important of our activities – an on-line discussion facility – has been set up and has entered the second stage; promoting thriving communication among the heritage railway friends in the Asia-Pacific region. Our major and important projects start to make progress. We expect those will continue for our next half-year and some will be completed by our 2015 Conference in Bangkok.

I would like to thank all members and friends for help and support to improve our railway heritage and hope we will all continue our progress together.

An on-line discussion facility – “APHTRO Forum” – has been opened as a Facebook group. <https://www.facebook.com/groups/653405344786118/>

Visit to Bangkok and 2015 Conference in Thailand.

The APHTRO president Kyoichi Oda visited Bangkok, Thailand in October 2014 to build a relationship with the State Railway of Thailand (SRT). SRT has two Pacific steam engines in an operational state, and some Mikados and smaller Moguls. All locos belong to and are kept in Thonburi depot, Bangkok. Steam engine drivers and workshop staff, also working in this depot, run these engines and keep them in good order. All working steam locos have been converted to oil firing.



Pictures show a Thailand steam locomotive and a crowd scene uninhibited by safety regulations.



BUSH FIRE DESTROYS HISTORIC TRESTLE IN AUSTRALIA

By Wayne Laepple | February 9, 2015

PERTH, Australia – Despite heroic efforts by firefighters, the historic Long Gully Bridge, an important link along the popular “Bibbulmun Track” hiking trail, was consumed by fire on Feb. 8. A bush fire started by lightning destroyed the bridge, which originally carried a branch line of the Western Australian Government Railways system across the Murray River.

The timber trestle was built in 1949 when for a rail route to tap timber in the region. After the railroad abandoned in 1961, the bridge was used as a road bridge for a time. In 1998, it became part of the 621-mile Bibbulmun Track, one of the world's greatest hiking trails.

The curved trestle was one of the key features of the trail, which runs from a suburb of Perth to the town of Albany, along the coast and through some of the finest scenery in the region. Without the bridge, it is impossible for walkers to make the end-to-end trek of the route. There is no other nearby crossing of the Murray River.

A spokesman for the Bibbulmun Track Foundation says firefighters cleared brush around the bridge in an attempt to protect it, but they had to give up as the fire advanced. He says the group, which had been raising funds to repair the bridge, will now try to raise money to replace it. He notes that any replacement structure would probably not be a timber trestle due to the cost.

From: Trains Newswire



NEW ORLEANS BREAKS GROUND ON STREETCAR EXPANSION

February 5, 2015

NEW ORLEANS – New Orleans Regional Transit Authority officials, Mayor Mitchell J. Landrieu, and city council members gathered last week to officially kick off the construction on the 1.6-mile North Rampart Street/St. Claude Avenue Streetcar Project. The new line will connect the French Quarter to Canal Street and Loyola Avenue.

“New Orleans’ streetcar system is the envy of the world and an enduring icon for our city,” Mayor Landrieu says. “The Rampart/St. Claude Streetcar extension will continue this great tradition by enhancing mobility options for riders, improve connectivity to our historic neighborhoods, and spur economic development. New Orleans is a perfect example of a truly multi-modal, integrated transit system that already includes bus, streetcar, ferry, and paratransit services. This streetcar line extension is another sign of our dedication to increasing transportation options for every citizen.”

The vehicles that will run on the line will come from the roster that currently operates along the Loyola and Canal Street lines. The locally-built streetcars, replicas of the historic cars that roll on the St. Charles line, are air-conditioned and in compliance with the Americans with Disabilities Act.

From Trains Newswire



Car No. 947 swings from Canal Street to St. Charles Avenue in New Orleans' Central Business District in November 2011. Scott A. Hartley

BRITISH MUSEUM COMMEMORATES 50TH ANNIVERSARY OF CHURCHILL'S FUNERAL TRAIN

By Keith Fender | January 23, 2015

YORK, England – The National Railway Museum in York is commemorating the 1965 funeral train used to carry the body of British Prime Minister Sir Winston Churchill. The museum is hosting an exhibit of cars used in the 1965 funeral train, which starts Jan. 25 and runs through May 3.

The six-car train ran from Waterloo Station to Handborough, north of Oxford, on Jan. 30, 1965, six days after his death. It followed the state funeral in St. Paul's Cathedral in London, the only state funeral not held for royalty in the 20th century in Britain. From there, his body was taken by road to St. Martin's Church in the nearby village of Bladon for burial alongside other family members.

Former Southern Railway lightweight 4-6-2 Pacific No. 34051, which was named *Sir Winston Churchill* in September 1947, did the honors. Following the funeral train, the locomotive remained in service for only one more year, despite being only 19 years old. The locomotive was given to the national collection of historic trains, now housed at the museum in York, but has not been operational since 1966.

For the upcoming exhibit, the locomotive has been extensively restored at the Ropley shop of the Mid Hants Railway, one of the U.K.'s leading heritage operations.

The baggage car used to carry Churchill's coffin in 1965 was sold to a U.S. citizen and it became a tourist attraction at the Pacific Palms Resort in Los Angeles. The car, numbered S2464S and built by the Southern Railway in 1931, returned to the U.K. in 2007 and has since been fully restored by another heritage line in southern England, the Swanage Railway.

The train also had five Pullman cars, one of which will be on display at York. The car, named "Lydia," was built in 1925 in Birmingham, England, initially for service in Italy. It traveled to the U.S. in 1969 as part of the tour train accompanying the famous British steam locomotive *Flying Scotsman*, and then went to the National Railroad Museum at Green Bay, Wis. It left the U.S. in late 2000 and has been restored in the U.K. for operation on the national rail network.

From *Trains Newswire*

Left: Car No. S2464S, which carried Churchill's body, is moved at the museum's Shildon campus on Jan. 14, prior to being put on display in York.



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

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PICTURE OF THE MONTH



Two for the price of one this month from the camera of Wilson Lythgoe, courtesy Bryan Blanchard. On 2nd August 1969 the Canterbury Branch of the NZR&LS were allowed to use Ab754, plus a carriage, on No2 Shunt out to Kaiapoi. They were taken at Christchurch as the train threaded its way through the goods yard and as 754 headed off to Linwood Loco. Check the photos out and then consider all the changes that have taken place since. All that is left today is a double track running through the area.....gone is the station, the yard, probably all the wagons and most certainly Ab754.